



messing about in BOATS

Twice a Month!

Volume 4 ~ Number 20

March 1, 1987





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$15 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (617) 774-0906
PUBLISHER & EDITOR: BOB HICKS

OUR GUARANTEE: IF AT ANY
TIME YOU DO NOT FEEL YOU ARE
GETTING YOUR MONEY'S WORTH,
JUST LET US KNOW, WE'LL RE-
FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
PAYMENT.



Our Next Issue...

Will be all about messing a-
bout in boats in the Caribbean if
everything has happened as it
should have. We'll have been sail-
ing in the British Virgin Islands
in early February for 8 days and
expect to have some real inside im-
pressions of this way to play, in-
cluding looking in on local boat-
builders said to be at work there.

On the Cover...

M.L. Thomas' photo of a fleet
of pulling boats all rafted up made
a sort of different cover for this
issue I thought.

Commentary

**BOB
HICKS**



This issue was put together in
something of a hurry at the end of
January, for Jane and I had been
invited to join friends for 8 days
of sailing on a bareboat charter in
the British Virgin Islands. Since
we had taken no vacation since
1980, mainly due to some family re-
sponsibilities that kept us around,
we decided it was about time. The
snowy month of January made it all
the easier. So, this issue is a bit
more of a hodge-podge of items
than it might normally have been,
but it had to be at the printer's
before we departed on February
4th, so that when we got back on
the 13th, it would be well along.

As my only impressions of
this Caribbean vacationing on a
sailboat are from a few acquaintan-
ces who have done it, and pub-
lished accounts extolling such hol-
idays in the boating press, I look
forward to finding out for myself
what it's really like. Not just sail-
ing the boat, but also the sailing
area with all its islands so close
together, it's tropical ambiance,
the local economy (other than the
soak-the-tourist part) and hope-
fully even the local boatbuilding. I
understand this does go on there,
"on the beach" in a way, and we
plan to track down such builders if
at all possible.

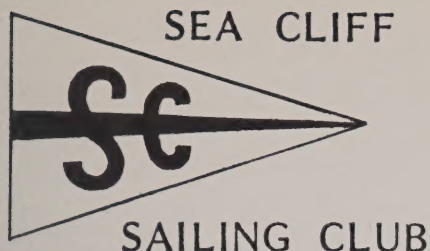
Yeah, I know, most people who
go to such places aren't about to go
looking for boatbuilders! They
want the golden sands, the tur-
quoise waters of the coral reefs,
the bars, restaurants, night life.
That's what I see when I read the
tourist promos in the Boston *GLOBE*
travel section, where to stay,
where to eat and drink, what to go
look at. The notion of living a-
board your own (rented) boat and
taking it where you will within the
charter limits has the appeal that
attracted me. I'm not much for sit-
ting around on a sunny beach
drinking tall cool ones.

Aaron and Ann, our friends,
are of like mind. They cruise the

Maine coast in summer in a modi-
fied Folbot fitted out with a sliding
seat rowing rig, camping where
they can, keeping it simple, and
going where most of the yachts
don't go. Well, in BVI, there'll be
no avoiding the other yachts, and
we don't mind that, it's what there
is. But we'll be looking for those
places where it might not be so
crowded, and for those places
where we might even find those "on
the beach" builders.

When we get back, which will
be two weeks BEFORE you get to
read this, I plan to take an extra
few days to do up my tale of how it
was. How was it living on a 37'
sloop? What'd we do to kill 8 days?
What sort of cruising ground is
this BVI area? Is it really always
sunny, warm and breezy? Can you
get what you want to eat at less
than extortionate prices? How do
the locals live in relation to this
cruising dreamworld, that is, do
they enjoy boats or just work at
it? What sort of boats, if any, seem
to be indigenous? And so on. As-
suming there'll be enough about all
this, the March 15th issue will be
pretty much devoted to this whole
adventure.

It's always been something of
a disappointment to me to ask
friends who've been off on some
sort of adventure what it was like.
Usually they tell you how great it
was, and the horror stories, if
any. But then they seem to run out
of recall, or at least ability to
verbalize their recollections. Most
people are not journalists and do
not remember what happens in de-
tail, so they later on cannot really
bring back the "whole story". Slide
shows usually suffice for this pur-
pose, and most of us have seen that
sort of thing. Well, I expect to do
better, it's not the first time (it is
on a boat) I've been far away ad-
venturing at something I enjoyed.
It should be real interesting. If it
isn't, I've got plenty of our usual
fare at hand.



SAILING FOR KIDS: THE STORY OF THE SEA CLIFF SAILING CLUB

By Ward S. Bell

The dues were \$3.00 per year in 1972 and now, 430 kids and 15 seasons later, the dues are still \$3.00. That is just part of the story of Sea Cliff Sailing Club which was begun by an invitation that five of us adults issued in our small waterfront community on Long Island.

I had begun teaching youngsters four years earlier with my Super Porpoise, a borrowed Sunfish and an Aeronaut that we sailed off the village beach. But having become the owner of the first Laser ever sold (#102), I found that off-the-beach sailing was taking on a whole new dimension and more should be done to get young people involved in sailing boats such as we had not had when we were kids. After canvassing parents and teenagers, we published an invitation in the local newspaper. The meeting in our village hall on January 17, 1972 launched the sea Cliff Sailing Club and its record of \$3.00 dues.

With the help of several parents and other local sailors, beginners classes were planned for five Saturdays, with informal instruction on weekday afternoons. It was a lot of fun and the seniors had as good a time as did the kids. Group discussions led to organization and established the idea that although adults were welcome to join, only kids under 18 could vote and hold office. Officers and junior instructors would get memberships free, so even the \$3.00 was subject to reduction. We determined to own no real estate and to conduct our program with volunteered equipment. Kids who had boats brought their own, neighbors loaned some, and in recent years we have received donated Sunfish and Sailfish. We made our own turning marks from mooring buoys or the plastic buckets discarded after plastering jobs in town.

As the first summer came and went, we realized that one lesson per week was insufficient because of undependable weather conditions, lessons forgotten in the intervening days and interruptions caused by family vacations. The next year's lessons were held for five consecutive weekdays after July

4th. When this, too, proved inadequate, the schedule was extended in later years to ten days and for the past nine summers, up to three weeks have been given over to class sessions. After the first few seasons, adult participation fell off and I found that I was generally alone in charge of a group of 30 or more neophyte sailors, but retirement gave me the time to continue this pleasant and worthwhile pastime. I took full charge with the title of Senior Advisor, but I had great help from Junior Instructors and Junior Instructors-In-Training. We also added a minimum age limit because we found that, although many younger kids could pass our village lifeguards' swim test, the youngest ones did not adapt well to group responsibilities and group instruction. We tried nine years, then ten, then eleven, and now we say twelve, unless they are from a boat-owning family when they will be in boats anyway so should have our safety training. We still find that some of the 11's and 12's just come for the ride, often not becoming serious sailors until a year or so later. This is one of the limits of the nature of group instruction.

Six seasons ago, my neighbor, Paul, retired and came to the beach the next day, offering his help, and he has not missed a day since. Two years ago, we had our first non-member volunteer while still of Junior Instructor age. She not only was a best that year, but also brought in her father Bob, as a permanent third member of our adult staff. We gained a fourth this past summer when Ray came to help us maintain and run an outboard safety boat that had been bought for community use by two of our village civic organizations. This boat replaced the volunteer boat boys and loaned equipment of our early years and it was great to have four adults on the daily scene.

We keep the beach lessons short after the kids ready the boats at 9:45. By 10, we are on the water and every kid gets a turn at the tiller each morning from the very first day. That day usually ends with capsize practice which the kids really love. Paul and Bob go off on boats with one or two kids and there is a Junior Instructor or a "J.I.T." in every other boat. Ray takes a member or two in the safety boat and I am off shore in my Alden Ocean Shell with double canoe paddles. When it blows too hard, I retreat to the safety boat. The first lesson is about reaching back and forth around two buoys. Lessons progress to tacking, coming about, running, gybing, getting out of irons, rescues and elementary boat care. We often play games with pick-up buoys, tennis balls or wet sponges. In all, we stress safety and we have had elev-

en seasons never having to remind anyone that sailors wear life jackets when on the water.

Our other activities include visits to local yacht clubs and have had many of our members grow up to join these fine sailors. We participated in the BiCentennial Op Sail welcome to Hempstead Harbor in 1976 and last year enjoyed a visit to the Dutch ships which came here as a part of the Statue of Liberty celebration.

Lately, we have said that the S.C.S.C. has three major aims: 1. Kids learn to get along with one another in their own and different age groups. 2. They learn water safety and respect for the forces of nature. 3. Finally, perhaps they learn to sail! We are sure that most do all three. Our 1972-73 commodore has grown from a 13 year old, now to have managed two different yacht clubs and now is co-chairman with me in our nearby club's regatta committee. One boy went on to win the Blue Jay Nationals while another at 16 was #2, racing in Laser District 8. Our earliest vice-commodore has very ably captained a 90 foot cruising yacht, while many others have become able recreational or racing skippers or crew members.

The 1986 Beginners Class of the S.C.S.C. was one of the most cooperative and happiest classes that we have ever had, genuine in their efforts and appreciative of the opportunity to sail. Our next project is to get a slightly larger outboard motor so that the class can move further out into the harbor, sailing over wider areas toward more distant goals. Meanwhile, Sea Cliff has many civic minded young citizens who treasure their good fortune of having grown up in a cradle of the sport.

7', 8', 9' Dinghies
from the board of Lyle Hess.

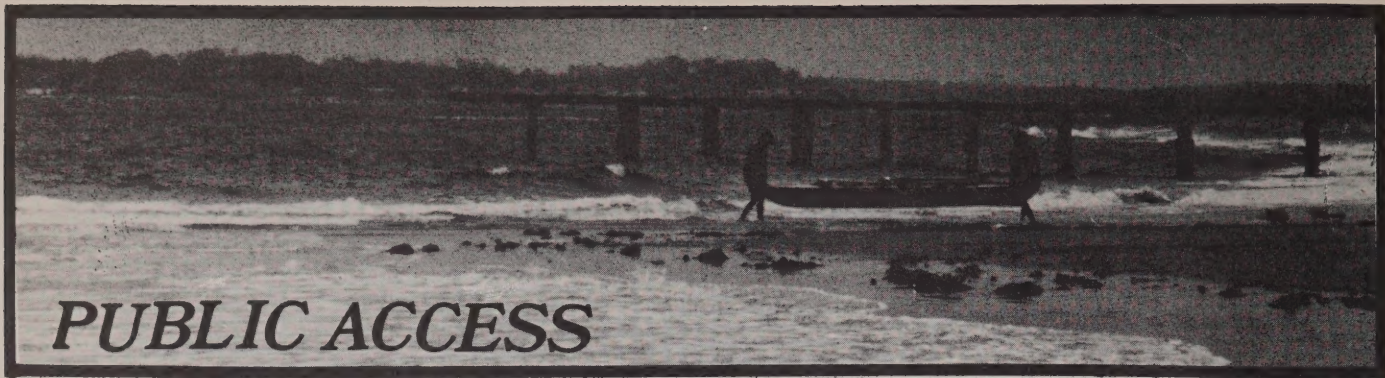


Summer 1987

FATTY KNEES
SAILING DINGHY

Grace Marine Corp.
200 Corporate Place - Suite 7
Peabody, MA 01960-3828
617-538-7748

Joe and Libby Nye



PUBLIC ACCESS

CAPE ANN ACCESS

At a meeting of the Cape Ann Rowing Club on January 18th, some interesting background on public access to the water in the city of Gloucester, MA, was brought out by the speaker, who had done extensive research into public ways to the water in that city and come up with over 50 of them. The research involved perusing city engineers' maps of public properties and tax assessment maps of waterfront property.

Most of the public ways discovered exist more on paper, and while they are physically there, they are often hard to find as private property owners adjacent to them have allowed their landscaping, fencing, etc. to encroach upon

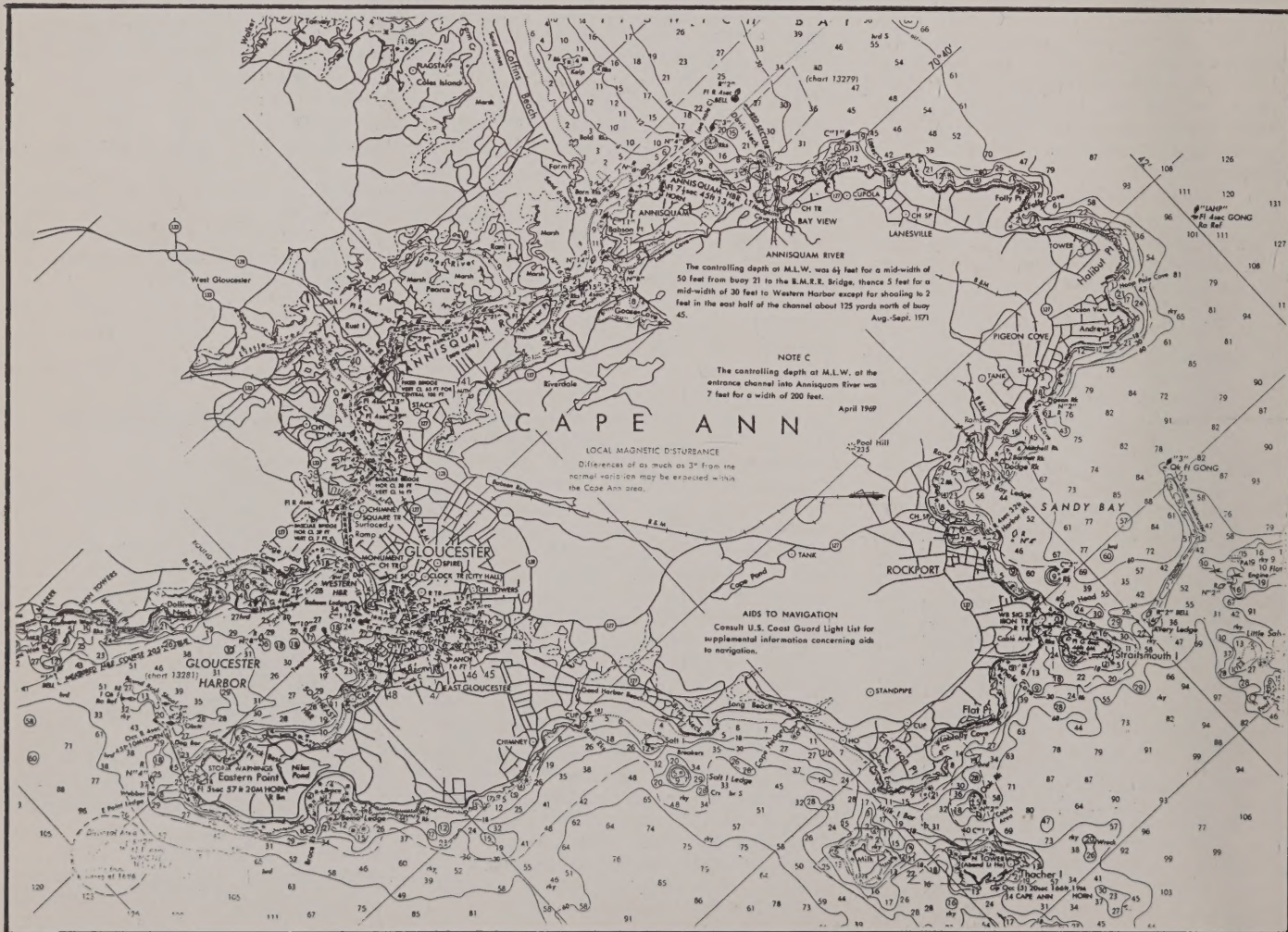
the public ways to discourage public use. When one arrives at such a spot, he finds a broad mown lawn sweeping right to a boundary wall. While the paperwork says there is a public way along that wall 20 feet wide, it takes some chutzpah to hike across that lawn with one's boat headed for the water.

The abutters respond to "official" questioning as to their encroaching by saying that they're simply beautifying the location, not taking it over. But unofficial interlopers often get chased away with angry words.

This was not true of all the locations, of course. Disregarding the well established public landings and ramps, the reviewer still found lane ends and such leading

to the water at a number of places right in the inner harbor. Some were maintained in decent condition by the abutters. Some were not. Many did not provide much chance for boat launching, down over broken stone steps and boulders for example. Several beaches had access for hand carried boats at one end.

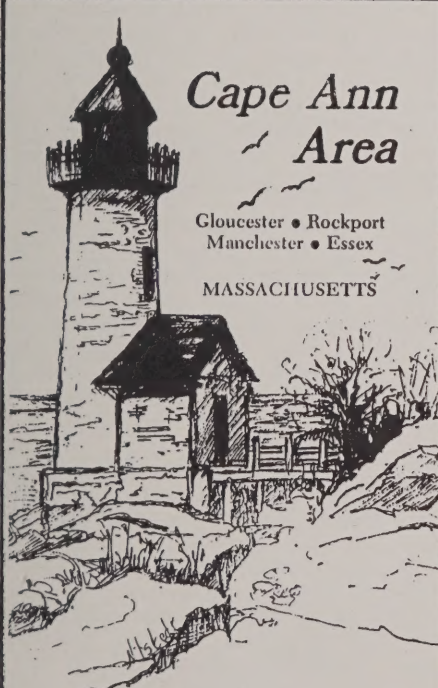
In an old community like Gloucester (settled in the early 1600's) land ownership along the water has had a complex history. Many old public ways finally disappeared through land court actions, there is a matter of proving public use over years in order to maintain the public access. It is this the abutters attempt to discourage so that eventually they will no longer



have the public demanding its "right" to go to the water in that spot.

So what does this all mean to we small boat types? It means you can probably find in your own waterfront community places you can launch your cartop boats other than at the ramps or piers, if you care to research through city/town records. The city engineers office or highway department usually have maps of all public ways known, whether or not these are maintained, paved, plowed, etc. From these you can determine places to scout out, and then upon viewing the actual scenes, decide whether they offer you the access you want of sufficient usefulness to possibly entail some hassles establishing your right to use them.

The waterfront access issue in Gloucester was not raised by purely boating interests. It was the product of concerned citizens who wished to protect any sort of public access, simply walking to the water's edge and looking about, even, from encroachment of private properties. With about 90% of the Massachusetts coastline in private hands to the low tide mark, the vast majority of people with an interest in getting to the water for any reason are funnelled into heavily used beaches, seashore parks and boat launching facilities. If it's not possible to regain most of the shoreline for public use, it does seem possible to protect what remains public, however small.



Cape Ann Area

Gloucester • Rockport
Manchester • Essex

MASSACHUSETTS

Annisquam Lighthouse

Published by the Cape Ann Chamber of Commerce

OUR OWN RESEARCH OF ACCESS

Several years ago, our Traditional Small Craft Club at Salem's Peabody Museum undertook a public access survey of the Massachusetts north shore from Nahant on the south to Newburyport on the north. By asking members living in the 12 communities involved to check on what was available in each community, we came up with a directory of 60 spots one could launch a boat from, from town docks and ramps to street ends, to beaches, to holes in a stone wall on a rocky shorefront.

A major help with the Cape Ann communities of Manchester, Gloucester, Rockport, and Essex was a tourist map of Cape Ann published by the Cape Ann Chamber of Commerce. On this map were numerous small circled X's marking public landings, floats and ramps. Not unlike the Cape Cod Chamber of Commerce map mentioned a couple of issues ago (February 1, 1987). City maps of several other communities also contributed such information. We also used the U.S. Coast & Geodetic Survey Quadrangles for scouting out obscure road ends and such. In all, there was plenty to work with, but local knowledge was the most vital, someone who lived in town and knew what could and could not be used by the public for boat launching.

If you get interested in this sort of investigating, give your town, or the one you find most convenient for your water access, a good looking over with the help of all such maps and information that is available to the public if you ask the right people for it at town/city hall.

Introducing
North Island's
Rosario
Recreational oars
from 7' to 9'6"

Now available in kit
form from \$65.00

- Carved loom-handles with form-fit oval grip and keyed pivot section.
- Custom laminated spoon blades with cross-laid hardwood tips (not plywood)

These are exceptionally light, responsive and strong oars of the finest Sitka spruce. You save by glueing the blades to the looms and finishing to your taste.

Write: North Island Boat
Box 943
Anacortes, WA
98221-9998
Phone: 206-293-2565

"Oars made as if they mattered"

PISCATAQUA WHERRY



14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, whether by yourself, with passengers or with cargo. Rugged, sturdy rowing boat ideal for pleasure, sport or good health. Amazing stability with sharp entry to the seas and traditional wine-glass transom.

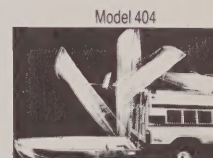
BAY of MAINE BOATS

P. O. BOX 631
KENNEBUNKPORT, ME 04046
(207) 967-4282

EIDE CANOPY BOAT LOADER

\$299.00

- For shells, toppers and canopies
- Rust free aluminum
- Automatic tie down
- 4:1 Handcrank Ratio
- Models for vans, suburbans, motor homes



Over 15,000 loaders in use

EIDE PNEUMATIC TRANSOM WHEELS

NEW \$129.50



10" Aluminum Wheels

- One person can roll the boat
- One Pin to attach
- Automatic Latch
- Two 350/410-4 Full Pneumatic tire on Aluminum wheels
- Rust free-Soft ride

EIDE OUTBOARD MOTOR CARRIER

\$198.00

- Transports motor safely
- Loads and Unloads-easy
- Rust free aluminum
- Attaches to vehicle bed
- Easy installation/removal



Slides out past tailgate

Write for brochures/ nearest dealer:
RECREATION INDUSTRIES, COMPANY
P.O. Box 68386, Oak Grove, Oregon 97268
(503) 653-2833
Dealer Inquiries Invited

Another Look at Winter on Casco Bay

"On our trip to Jewell Island in Casco Bay in January, 1986, air temperature on the day we left was 25F, water temperature 38F. Seal launching our fully laden sea kayaks from the ice covered Falmouth Foreside town landing at 11 a.m., we easily made our way out toward Jewell Island, a distance of about 5 miles. During a short lunch break on the way, I stepped into water a few inches over the top of one of my deck boots. As I felt the shock of the cold water rush into the boot, I thought to myself, "These are no-mistake paddling conditions!" And at this time it was perfectly dead calm wind condition.

A word regarding our equipment and physical condition. All three of us had been paddling at least every other week in a variety of conditions, including what we thought had been high winds and big seas. The next day would change our opinion of what we would consider high winds and big seas. We had sufficient food and camping equipment to be comfortable camping in the cold weather, and all three of us had done extensive winter camping. Dave Anderson and I were wearing 3/8" neoprene farmer john wetsuits and dry top paddling jackets with neoprene cuff, neck and waist gaskets. I was wearing polypro long johns top and bottom underneath, a pile/Gore-Tex shelled hat, nylon pogies with pile pogie liners, pile socks inside insulated deck boots. I felt warm at all times on the water with the exception of my shoulders, which did not seem to have adequate insulation from the thin polypro layer and thin dry top jacket. The water in one boot was cold for a moment after that immersion but warmed right up in the pile sock. Don Jones did not have a wet suit but seemed to have adequate layers of insulation, apparel and otherwise.

We leisurely passed by the southern tip of Cliff Island in these calm conditions, I paused often to observe the sea ducks that covered the water's surface. We landed just at twilight and set to setting up camp and cooking dinner. After a listen to the weather forecast which was calling for increasing winds, we turned in for the night, not especially worried about it, given there wasn't a trace of wind at the moment.

In the morning we awoke to such strog winds that we had to hold on to our tents to keep them from blowing away. Later when we retreated to a more inland location to cook breakfast, we actually tied our tents down to prevent them from being blown away. The weath-

In the January 1st issue we published a report from Don Jones about a sea kayak outing on Casco Bay in January, 1986, on which the three paddlers involved came very close to tragedy. While all turned out well, anxious hours passed wondering about one another's safety in the frigid, wind blown winter seas off Cliff Island in Casco Bay. At the risk of perhaps overloading some of you with yet more detail about this adventure, I'm going to run a longer report from one of the other participants, Bob Walker of Aqua*Ventures. Bob and the third member of that outing, Dave Anderson, operate sea kayak tours in season. Bob has a lot of detailed analysis that Don did not include in his narrative, information that's edifying for anyone going out in small boats in bad weather or in winter. Some of his views are applicable to small boating at any time of the year, for they concern one's attitudes about what one is doing in a small boat.

er radio now reported a full gale condition from the SSW with winds 35-40 knots with stronger gusts. The sky was black gray, the sea was a fury of whitecaps everywhere. There was little thought of putting out in such conditions. We moved inland to cook a leisurely breakfast that soon turned into a brunch. We then proceeded to explore a bit around the island. We climbed to the top of the WWII observation tower to get a better view. What we saw did not look at all encouraging. The eastern side of Jewell Island is directly exposed to the open sea and takes a hammering with any wind at all. About a mile or so to the south is Outer Green Island, which is basically a pile of rocks in a plateau formation. Outer Green was now almost completely buried by the crashing waves, whitecaps and foam. The south end of Cliff Island was now being overrun by crashing surf and sheets of white foam for at least a quarter-mile offshore where the waves were breaking over the rocky outfall. Still we had no thoughts of paddling this day.

We continued exploring the island including an excursion to the exposed eastern side where huge crashing waves threw up spray and foam at least 30' feet into the air. I shot a whole roll of slide film there, I was so impressed with the fury of this raging sea. I think I would have shot ten more rolls if I had had them, I was so fascinated by the conditions we were seeing.

After a thorough tour around the island on foot, we made our way back to our breakfast spot. During lunch we discussed the fact that if conditions did not improve we could easily spend a couple more days waiting out the weather. We had plenty of food and water and were perfectly comfortable. There seemed to be no disagreement with this viewpoint. About this time the clouds had cleared out and the sun was shining brightly, warming things up a bit and improving our outlook.

After lunch we walked back to our campsite to have a look at the channel on the western side of the island between Cliff and Jewell. The weather radio spoke now of 25-30 knot winds and the water in the channel did not appear to be whitecapping as furiously as it had been earlier that morning. We spent much time discussing which end of Cliff Island would be the most favorable end to pass around. Our view of the southern end of Cliff was really the only end we could see from Jewell and it looked discouraging through binoculars. With the wind blowing from the south, I urged we consider the northern end of Cliff. Don said he'd tried the northern end in similar conditions and it was, in his opinion, the least desirable. Since we could not get a good view of the northern end, we accepted Don's advice to not venture in that direction. It was now 2 p.m., the air temperature had warmed noticeably, and the sea did look like it had improved since morning.

We discussed that if we were going to have a go at it that day, it would have to be in the next hour or we would run out of daylight. None of us considered it a good idea to paddle after dark, even with improving conditions. We then agreed to approach the southern end of Cliff with a view to reach the far side and make our way back to the put-in. At no point did it occur to me that we were committing ourselves to push on regardless of conditions. In fact, in the forefront of my mind was our recent discussion about staying over on Jewell. I was prepared to go for a closer look, and if conditions then seemed acceptable, paddle on around Cliff.

Don later stated he felt conditions had not moderated and gives the impression he was talked into going. I have always considered Don to be one of the most experienced paddlers I know, and had he expressed that opinion strongly, I am convinced that Dave and I would have revised our own interest in



paddling back. This was not a day for a zealous white water paddling mentality paddling for the biggest waves we could find. I think we all recognized the difficulties of the conditions we faced. In the end, I don't think the difficulties of the conditions are what nearly defeated us, but rather our own shortcomings in poor communicating with one another, not staying together as a group, and in not observing difficulties individuals were having paddling once underway.

From the moment we launched from Jewell our problems began. Don was first in, then Dave, and I was last. As I tried to settle into a comfortable paddling rhythm, I noticed Dave shooting way out front. I tried to close the growing gap by paddling harder, but with each stroke it seemed Dave's lead was increasing, until I could hardly see him in the seaway. This was starting to trouble me because the three of us had paddled together

before and I considered our paddling abilities to be comparable. We had all eaten the same amounts and kinds of food and had gotten about the same amount of rest. I felt good and was enjoying the exercise and the exhilaration of being on the water. However, the harder I paddled, the more I kept dropping back. Finally I glanced at the shock cords on my deck and noticed my 7x50 binoculars were missing. I had attached the strap to the shock cord before leaving so I wouldn't lose them. I now understood my problem, I had inadvertently set a very effective, heavy sea anchor that was severely limiting my forward progress. I removed my hand from one pogie, fished the submerged binoculars from the sea and re-secured them underneath the deck elastics. I then tried unsuccessfully to put my hand into the pogie liner inside the pogie shell. It was all I could do to hang onto the paddle. I think I could have

gotten my hand back inside the pogie shell if the liner had not been present. This would have helped cut the wind. I don't plan to use pogie liners ever again as they too severely restrict re-inserting one's hand.

After retrieving my binoculars, I felt considerably relieved but I was completely out of sight of David, who at last sighting was nearing the southern point of Cliff Island. I now paddled hard to try to reach that spot. In working so hard to catch up, my body felt tight, which was making my paddling effort all the more tiring. By the time I reached the point, Don was also out of sight. Now I was really worried because I had no idea where the two of them had gone and was annoyed that they would make a decision to go on ahead into conditions that looked much worse close up. I sat there a few minutes back paddling to keep from being pushed towards the breaking seas while I searched for a feasible route through them. I never did see a way that looked even remotely safe.

Now I was faced with the dilemma of pressing on into a situation that I did not like at all in order to re-unite the group, or face the prospect of choosing the safer choice of returning to either the eastern side of Cliff or back to Jewell, thus clearly splitting our group. It was not a comfortable moment. Fortunately, just at this time, Don turned up. Even though we soon were in the trough of the same wave, we had to shout at the top of our voices to make ourselves heard. Don said he was not comfortable paddling in these conditions. I immediately agreed with him and then asked after Dave's whereabouts. Don said, "Dave is either dead or he's okay; either way we can't do much about it."

Don then commenced a search southward about a half mile looking in the area where Dave would have been swept by the tide. In retrospect, this was probably a questionable idea as Don had had his cockpit spray cover blown off by a dumping wave which had also bloodied his nose when it crashed down on him. I also later considered the grim prospects of having to try a deep water rescue with Don, clearing his boat of seawater (I don't think his boat had bulkheads) in such difficult conditions in such a dangerous location. When he returned Don yelled over to me, "Let's get out of here." I couldn't have agreed more as we turned back for the eastern shore of Cliff where we thought we might be able to report Dave missing to the Coast Guard. As we surfed downwind I kept wondering to myself how in the hell I was going to explain this to Dave's girlfriend and parents. It was a fast ride to shore but an upsetting one.

CLASSIC ROWING CRAFT

Handlaid Fiberglass Construction
Yacht Quality Mahogany Trim
Custom Work Our Specialty

11' ELEGANT YACHT TENDER
13' MAINE PEAPOD
15' ADIRONDACK GUIDEBOAT
14' & 16' WHITEHALLS
17' RANGELEY

12', 14' & 16' ROWING/POWER
DORIES
15' MOOSEHEAD LAKER

Small Boat Exchange



31 MAIN STREET
BURLINGTON, VT 05401
(802) 864-5437

JACK'S PLASTIC WELDING

MANUFACTURERS OF

- Air-tight PVC coated nylon gear bags
- Air-tight foam mattress pads, covered with PVC coated nylon
- Custom gear bag designs • Custom polyethylene containers • Polyethylene kayak repairs are guaranteed

FOR FREE BROCHURE WRITE TO:

966 CR 213, Durango, CO 81301

PH: 303-259-4687

Dealer Inquiries Invited

DOVER ROWING TUBE



DOVER ROWING TUBE. Custom built rowing boat for the oarsman who demands both challenge and tradition at a modest price.

F M CO. BOX 35, VERBANK, NY 12585.

Drascombe SAILBOATS

Row with standard 8.5' oars; power with motor in well that allows motor to be tilted completely out of the water when sailing; sail with versatile yawl rig with spruce spars and tanbark sails; are unsinkable and beachable; have cozy cockpits or Conestoga type cockpit tents; are light and easily trailered and launched; and have crossed enough oceans to have proven their seaworthiness.

THE QUEEN OF SMALL BOATS

Down East Drascombes

P.O. Box 378, Marine Park
Rockport Harbor, ME 04856

Tel. (207) 236-8188

Landing through a small surf, we hustled to the first house where we could see signs of life. A lobsterman let us use his telephone to call in a report to the Coast Guard. At about 4 p.m., while I was speaking with the Coast Guard at Portland, Don and the lobsterman drove to the southern end of Cliff to search for Dave. The Coast Guard took the information and said they would begin a search immediately and for us to stay put. Some time later, after dark, I called them again to inquire into the progress of the search. They reported Dave had made his way to Falmouth Foreside. Since we didn't know if Dave had been told where we were, I called the Falmouth police to request that they see if Dave's car was still at the town landing. I hoped they might leave a note with the telephone number we were at. They called back later to tell me that the car was no longer there.

About 9 p.m. I again called the Coast Guard to try to learn more about their contact with Dave and what he had been told about us. Apparently they had found Dave after dark paddling back towards Falmouth Foreside. When asked if he wanted assistance, he at first refused, until the officer of the day instructed the search and rescue team to escort him back to the Falmouth town landing. Seeing that they were planning to escort him, Dave finally accepted their assistance so the crew could return to their base to continue watching the Super Bowl.

Don and I stayed overnight in a summer home the lobsterman owned adjacent to his own home. We were also loaned the use of his car to transport our boats to the western side of the island where there is daily ferry service. We did not see David again until about 10 a.m. on Monday morning when he met us at the Portland ferry terminal.

So many lessons were learned on this trip that it's hard to enumerate all of them. The chief lessons from my perspective were related to the dynamics of group action and on-the-water communication. In any conditions it is difficult to communicate over the water. The larger the group and the more challenging the conditions, the more difficult it becomes. With such a small group as ours and in such bad conditions, we should never have allowed ourselves to become so spread out. Our original idea to take a closer look at conditions around the southern tip of Cliff and then make a decision may have been flawed, given that it was so difficult to stay close together, but I don't think so. In cold weather with strong wind conditions, the group MUST stay together. Otherwise there is no benefit in paddling as a group.

I am quite sure we would have all made a different decision if we

had thought we would be paddling alone in the existing conditions. I recognize that it is impossible to keep all the group in sight all the time in such large waves, but the effort should have been made to keep a lookout for each other.

As it as, I was able to see Don every couple of minutes when we were trying to stay together. We were even able to have some voice communication on the water. So it is possible to stay reasonably close together even in very difficult circumstances.

David had taken the lead setting out and was wrong to get so far ahead of us. Even if he was having trouble controlling his boat going across the channel, this was no reason for him to press on alone. He should have either turned around and paddled back to us, or failing that, braced on the waves and waited for us to catch up before crossing the channel. In that case, the SW wind would have pushed him back down towards Don and I.

Photos we had taken the previous day in the calm conditions later showed Dave had packed his boat heavy in the stern. This made no difference that day. Since he packed his equipment the same way on the second morning, some of his control difficulties were undoubtedly due to a poorly balanced boat. Being bow light, his boat would have been more seriously affected by the strong winds. This is something we all failed to notice, and it is not easy to observe the trim of your own boat while in it.

After having made his way past the southern end of Cliff, David should have made an effort to re-unite our group. All of us had safety flares with us, but none of us thought to use them. It isn't clear what this might have done if any of us had. Had David used flares to indicate his position on the far side of Cliff from us, Don and I might have tried to reach him under the false impression that he had found a safe passage through the breaking waves. So, in retrospect, I'm not convinced that flares would have helped for group communication. They would have been useful for David to attract attention on the island just west of Cliff for starting a search for his fellow paddlers. It is interesting to realize that none of us thought of using the flares. We should give more thought to under what conditions flares should be used and what this signal would communicate to other paddlers or shoreline on-lookers who might observe them.

Dave later reported that he had waited for over 30 minutes for us on the western side of Cliff. Unfortunately, he waited on the wrong side of Cliff and his absence sorely upset the remaining group. If he could not make a safe landing on the west side of Cliff, he should

have landed on Hope Island, .5 mile west of Cliff, to organize a search for the missing. People live on Hope Island year round and David could have telephoned either the Coast Guard or someone on Cliff Island. David said he didn't think there would be anyone on the island so he didn't check. His plan was to return to the car at the Falmouth town landing and drive to the Portland Coast Guard station to report us missing. I think at the time David may have thought this plan to be perfectly logical, but in retrospect, I think his ability to reason must have been clouded by the adrenalin shock his body must have endured rounding that dangerous southern tip of Cliff Island. I am grateful that the worse thing that did happen to us was that we did become separated and had to suffer the anxieties of imagining what worst things might have happened to one another.

Part of my difficulties came about from the over-expenditure of energy trying to catch up. The pace of a group MUST be set by the slowest paddler. If he cannot keep up, then the objective should be revised. If people want to paddle in groups, they must accept some responsibility for trying to keep a watch out for the rest of the group

and modify their own objectives so as to be compatible with the rest. I agree we are each individually responsible for ourselves when paddling, but when we agree to be part of a group there is definite additional responsibility which cannot be ignored.

Knowledge of area circumstances was a factor that should not have been overlooked on such a winter trip. Don says he told us there was ferry service to Cliff Island. If he did mention it, in my mind it applied to summer only. We did see one or two fishing boats trying to make way in the heavy seas on Sunday. They definitely looked as if they were having a worse time of it than our sea kayaks. This further re-inforced the impression I had that there was no winter ferry service, so I never seriously considered the availability of a ferry as a fall-back possibility. If Don knew there was winter ferry service to Cliff, I don't understand why he didn't suggest paddling only to the east side of Cliff opposite Jewell and portaging our boats overland to the ferry landing. This is what Don and I did eventually anyway. This "escape route" clearly was within everyone's ability even under the worst conditions on Sunday morn-

ing. My point is we should be aware of local ferry and fishing boat routes as sources for information or potential rescues. It is also a good idea to think about the presence of other people for similar purposes.

We could have saved ourselves a lot of needless worry if David had landed on the next island, called the Coast Guard, who could have given him the phone number where we were then at, and we could have re-established contact with one another in a few minutes.

The Coast Guard was at all times helpful and courteous. I have even more respect for them now than I already had. I would not hesitate to call them again for help or information, that's what they're there for. Having said that, I still feel it behooves all of us as sea kayakers (and this applies to others who go out in small craft) to learn from one another's mistakes and to better assess our skills in difficult conditions; to learn to communicate better in any group we create and to keep such a group together; to freely communicate one another's objectives, reservations and limitations. This was one of the most convincing learning experiences I have ever had while sea kayaking. I hope you can learn something from this discussion."

Assessing Wave Height

Bob and his companions had some real close looks at some real big waves in this adventure, and has given the subject of "how big" some thought.

"I have always been extremely skeptical of wave height estimates, not that these are always exaggerated, for sometimes they are too low. The problem is that there is no good reference point available from which to assess the actual wave height. This was the first time I thought I had any reference whatsoever for judging wave height. Even my estimate was figured afterward from deduction, and is flawed.

While paddling in that channel between Cliff and Jewell Islands in my 18' sea kayak, I noticed as I moved up the front side of the larger waves that the angle got so steep that I had to lean as far forward as I could to prevent my boat from being flipped over backwards. These waves were not breaking and I cannot estimate with precision what the angle of my boat was at

that moment. However, I do know the face of the wave did exceed the length of my boat. This would have to be a minimum of 20' length of the wave's face. Using my estimate of the angle of my boat on that wave as 50 degrees, the wave height estimate would work out to 15'.

These were not the highest waves we saw that day. The largest waves were breaking off the southern tip of Cliff. Instead of breaking white over the top, these waves curled over their troughs into large tubular wave forms with the vortexes moving forward as single large waves with tremendous velocity. The force of this much water moving with such speed is frightening to contemplate. The sound was also deafening. For several weeks after this trip, every time I heard the sound of strong winds blowing, I conjured up in my mind's eye that ugly sight of those monster green tubes roaring in towards the rocks."

SAILING RIG Phone (612) 699-1193

Fits All Makes of Canoes • Superb Performance
Rugged Construction • Simply Clamps On To
Gunwales • No Permanent Fittings Required
Send For Literature

Northern Star Products, Inc.
2305 Ford Parkway,
Suite 105-27-DP101
St. Paul, MN 55116





Largest Selection of Canoes
in New England
nearly 500 on display

Old Town, Grumman, Michi-Craft
White, Merrimack, Sportsman


Prices like the good old days.

FERNALD'S
Rt. 1A, Newbury, MA 01950
(617) 465-0312

BLUE WATER PADDLER

The Alaska Ocean Kayaking Quarterly
In-depth reading about kayaking and the Alaska coastal environment

Subscribe now.
4 issues \$8.00, \$10.00 (US) in Canada, \$12.00 (US) Overseas
Available for sale at selected outdoor shops and bookstores.
Box 105032, Anchorage, AK 99510, (907) 243-1550





GREENLAND TYPE SEA KAYAKS
Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941
SEND \$1 FOR INFORMATION

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (617) 636-3007



The Baja builder, his boat, his shop & his home.



Several years ago I spent ten days in Baja California, that long peninsula extending south from southern California that is Mexico's westernmost province. It's a barren desert land, but the shorelines are fantastic for the small boat nut. Miles of uninhabited beaches where locals extract a living from the sea, living in tiny hamlets scattered miles apart along the coast, remote from civilization. One larger community, San Felipe, on the

shore of the Sea of Cortez (which separates Baja from mainland Mexico) had a "shipyard" right on the beach. I did a story on it for the then brand new publication, SMALL BOAT JOURNAL, but they never got around to using it. So here it is, a winter issue filler about a faraway boatbuilding enterprise. But I think you'll appreciate the circumstances that constrain boatbuilding in a poor land.

The shipyard in San Felipe,

Baja California, lies behind a headland on the north end of the beachfront on the Sea of Cortez. The protected little bay dries out at low tide, and that is when the bulldozer piles up the sand in dikes around the fishing boat brought in on the tide and beached there for repairs. When the tide returns, it now can no longer reach the boat in its temporary natural drydock.

A bit further inshore, a longer dike encloses a larger area



The "Main Shop"

where several new draggers are under construction, two in steel, one in wood. Just above the bay upon the sandy headland's shoulder, a dirt road leads from THE main street of San Felipe into the "shop" area of this shipyard.

This "shop" is all outdoors, no roof, no walls. The power tools sit out in the sun and salt air, any unprotected metal slowly rusting. The bandsaw, the planer, the table saw, the drill press. Big old cast iron relics, powered by San Felipe's own local electric system. Along one side of the "shop" a row of wooden lockers holds hand tools and other valuables subject to possible theft. The electric wires arrive on 4x4 posts stuck into the sand and drape here and there to the various machines. Over by the steel ships, a small tin shed shelters the arc welder and its trans-former.

This electricity only arrived here in the 1970's, it's not tied into any widespread grid, it's over 100 miles to the nearest community of any size, Mexicali on the U.S. border 100 miles to the north. The wood and steel for the shipbuilding are not locally available, they must be brought in from elsewhere to

this shipyard on the beach.

So why are they building these boats here in such marginal conditions? Well, the Sea of Cortez teems with fish, and fishing is about the only industry, other than some very low profile tourism efforts, that supports the local population. Most of the fishing is done from open 20 foot fiberglass boats with outboards, the larger draggers represent capital moving in from the more prosperous Mexican mainland. Just as the barren "ranchos" that in the interior support one or two head of cattle per square mile are absentee owned, so are the larger fishing craft at anchor off San Felipe's beach or being built in the shipyard.

There are several operators in the yard. One old man has his own small shop separate from the main one, a sort of latticework roof overhead, not to keep out rain (it hardly ever rains in San Felipe) but to ward off the summer sun. In January it was 65 degrees in the daytime, the locals bundled up in sweaters and jackets for "winter". This man's boat sits just below his shop in its own diked drydock while he repaints it. The tall, forward house on it has a very tug-

boat look, the extremely narrow beam gives the boat a precarious look perched high and dry on the sand. When he's ready to go fishing again, the town bulldozer will come by at low tide and open the dike so he can float out into the harbor.

It'll be many, many tides before the larger boats will be floated away, though. Things don't happen very fast here, a year before when I was there, all three larger hulls were there, as they still are, a long way yet from fitting out time. In the meantime, the smaller boats continue to beach their catch daily on the sands right in front of the beachfront stores and hotels, such as they are. As we sat a block away in the town's fanciest restaurant, La Perla, enjoying shrimp cocktails in tall glasses with a DOZEN big shrimp and hardly any lettuce, two men came through the front door and headed across the plush carpet towards the kitchen in back, carrying a 200 pound fish. That fish will be the mainstay of the restaurant's menu for the next couple of days.

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOATBUILDING

Two full-time residential programs combine theory with practice in creative and challenging environment. Design students study marine engineering and drafting along with CAD training and daily exposure to an active boatshop. Boatbuilding students learn to construct a classic wooden dory and a graceful day sailer with the option of a cruising boat instead. Equal opportunity enrollment. V.A. approved.

THE LANDING SCHOOL

P.O. Box 1490 M
Kennebunkport, Maine 04046
(207) 985-7976

Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseyes • Custom Bronze
Hardware

Pert Lowell Co., Inc.

Lane's End
Newbury, MA 01950
(617) 462-7409

Custom wooden boats; mast hoops;
authentic nautical furnishings

WOOD: A Manual for its Use as a Shipbuilding Material

Originally issued in four volumes by the Bureau of Ships of the U.S. Navy, this 8½" x 11" First Collected Edition contains 418 pages, with 230 photos and drawings and 31 tables. It is the most complete single source of information on the use of wood in boatbuilding.

Hardbound \$22.00; softbound \$19.00. Add \$2.00 p&h to U.S. zip codes; foreign orders add \$3.00. Visa and Mastercard accepted. Mass. residents add 5% sales tax.

TEAPARTY BOOKS
PO BOX 232
KINGSTON, MA 02364

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING

AN HONEST,
SIMPLE, RUGGED,
RELIABLE, VERSATILE,
ONE-MAN SAWMILL.
SAWS ALL WOODS.
Diameters 3 to 17 inches
Lengths 8 inches to Infinity

THIS MACHINE IS PROVEN
PRICE COMPLETE WITH
20 FT TRACK \$4950

5 YR. WARRANTY

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL



MOLLY BROWN

Build Yourself a Great Little Boat!

Joe Reisner's MOLLY BROWN started out as a kit for "everyman" to build, a simple, easy to build, easy to sail, unsinkable (hence "MOLLY BROWN") boat. He had it on display at the Wooden Boat Show last August and attracted a lot of attention. The kit was going to be SO easy to put together, at that time Joe was even pre-assembling kits (without the glue) so that even the screw holes would be their for the assembly. Well, now Mackinac Boat Kits is selling just the plans, no more kits. Why the change? Joe explains it as follows:

"The problem with kits is largely one of waste in one sense. We were supplying Bruynzeel ply and paying shipping from overseas from Europe, plus overland to our supplier in Indiana, then overland to us in Michigan, then overland in the kits to customers. Then there was the labor cost for what was mostly straight-line cutting out of piece parts, and we're in a high-cost labor area here in automobile land. So we wound up with an expensive kit which really didn't need to be a kit, but was better as a do-it-yourself project for the customer, buying his own materials in his own locality. So now we offer this home builder the complete plans with full size patterns of key parts for only \$9.95!"

Joe then goes on to explain his thinking behind MOLLY BROWN, developed from years of enjoying small boats and a stint as editor for a national canoeing publication.

"In terms of return on investment of money, energy and maintenance, I've always thought that the simple old fat-tired one-speed bicycle was the hands-down winner in land transportation. It could travel on less than perfect surfaces; it's initial cost was far lower than the more sophisticated multi-speed bikes; it required virtually no service or maintenance; and it returned reasonably comfortable and speedy transportation for a modest amount of energy input.

I conceived of MOLLY BROWN as a sort of water-borne fat tired bike; cheap to build, requiring little maintenance after being built; and returning a great deal of pleasure and use for a miniscule investment of any kind of effort.

MOLLY is comfortable. I'm 6'5" tall and weigh about 225 pounds. I built the cockpit to fit myself. She's not as fast as a board boat of the Laser variety but is far more pleasant to sail. She's remarkably stable, requiring no hiking out under sail, and buoyant enough under any form of propulsion to handle rough water.

MOLLY is too heavy to be a kayak. But kayaks are blisters to sail. It's hard to do an eskimo roll with mast and main under the water. She's also too heavy to qualify as a canoe. But you can stand up in her to fish, if you want, which is something most of us are enjoined not to do in a canoe.

MOLLY is cheap and extremely simple to build. With the exception of Sika-Flex used as the bonding agent

gent where the chine is formed and for some other incidental adhesion, all plywood, lumber and component materials are available in any local lumberyard or hardware store. The mast and spars are stock aluminum tubes. An effective sail can be made from polyethylene if one is really in a cost-cutting mode.

MOLLY is swift and easy under oars and very easy to paddle, despite her 39" beam. She can be powered with the smallest gasoline outboard or a modest electric unit. She's extremely pleasant and uncomplicated to sail. Leeboards stay down on both tacks, secured with wingnuts and braced properly to handle water pressure on either tack. The tiller operates in a fore-aft movement, as opposed to a standard port-starboard, and works beautifully. Although there's no panic need to climb up to windward on a new tack, the skipper finds it more comfortable to shift from one cockpit corner to the other. And in so doing, the tiller is simply pushed out of the way.

In planning MOLLY BROWN's construction, I kept my own ineptness in the forefront of my mind. It's very hard to do something wrong. Major sawing operations, side planks, cross members, etc., are all straight line parallel cuts made on a table saw. Decks and bottoms are cut on the pierust principle; installed oversize and then sliced off with a handsaw and sanded smooth.

Full-size patterns are supplied to lay out all elements that require more than a saw fence positioning. Patterns were traced from the original MOLLY BROWN prototype,

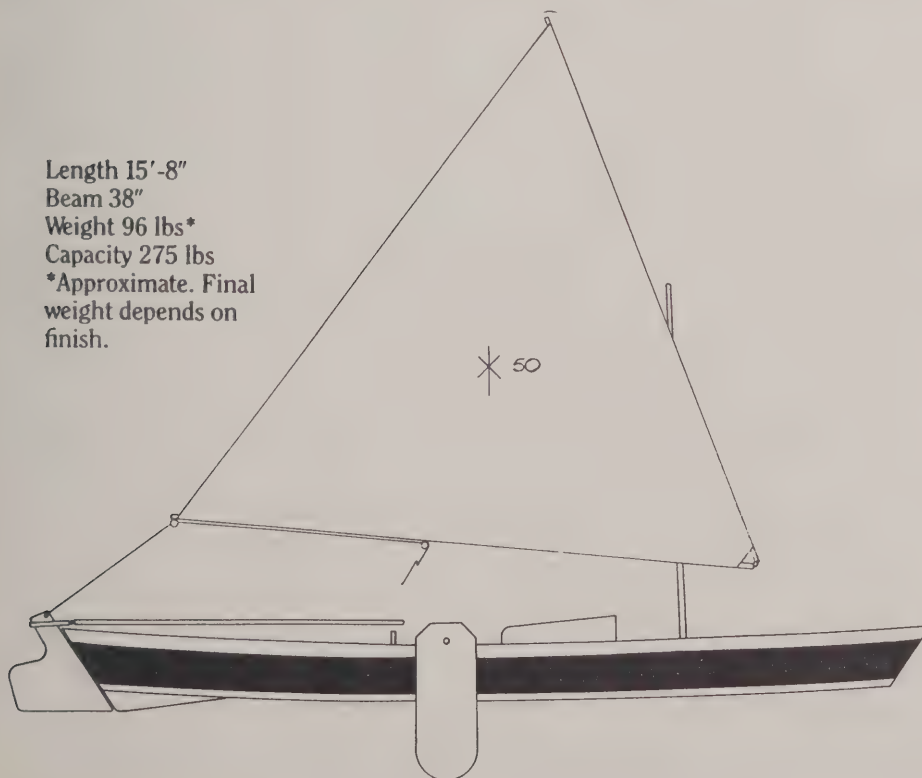
built professionally and used for water tests, promotional photography and display at boat shows. Plans are supplied in large 1" scale and written step-by-step instructions are supplied for those who have never before built anything more complicated than a birdhouse.

For those who want to sew their own sails from pre-cut cloth kits, Jim Grant of Sailrite Kits has MOLLY BROWN's measurements and specifications in his computer. He can also supply a completely finished sail. Either way, he supplies a top-quality product at a very fair price.

And that, in a way, also describes MOLLY BROWN. She'll deliver a high degree of quality boating fun at a price that just about lets anyone get on the water in comfort and unsinkable safety."

Joe says he's working on a second boat now, a stretched and widened version of MOLLY BROWN with a small cuddy and room in the cockpit for two or three people. He hopes to build the prototype this spring.

The MOLLY BROWN plans include a 24"x36" blueprint with the full size patterns on it, and three 11"x17" printed sheets of instructions (equivalent to six pages of this magazine) with clearly detailed layouts of parts on 4'x8' plywood sheets, construction views of the hull, sail plan, and details of various fits and assemblies. A look at the sailplan drawing shows you a sail pretty much off a Sunfish type of boardsailer, lateen rig. The plans are yours for \$9.95 from Mackinac Boat Kits, 9600 Seventeen Mile Rd., Marshall, MI 49068.



SUPERIOR DINGHY. Classic, lightweight, clinker yacht tender (7'6"x3'8"x45 lbs). Beautifully crafted, elegant design, exceptional rowing and towing qualities. Bare hull, \$895; unfinished, \$1,195; finished bright, \$1,495. Michael J Kiefer — custom builder of traditional and modern small craft, power and sail. GREAT LAKES BOATBUILDING CO, 227 Prospect, South Haven, MI 49090, PH: 616-637-6805.

ON DISPLAY



ComPac 16', 19', 23', 27'
Nimble 20, Appledore 19
Nordic Dinghies, Dyer Dinghies,
Halcyon Punt, Dirigo Dipper & Splash

THE SMALL BOAT SHOP
at Rex Marine Center
144 Water St., So. Norwalk, CT 06854
203-854-5223



FOLDING ANCHOR

Perfect for small and medium sized boats. Takes up minimum space on board. Locks open/closed.

WEIGHT LBS:	BOAT LENGTH:	PRICE:
3	14'	\$25.95
6	18'	\$33.95
8	22'	\$42.95

Add \$3 for Postage. NY Residents Add 7%
Send Check of Money Order

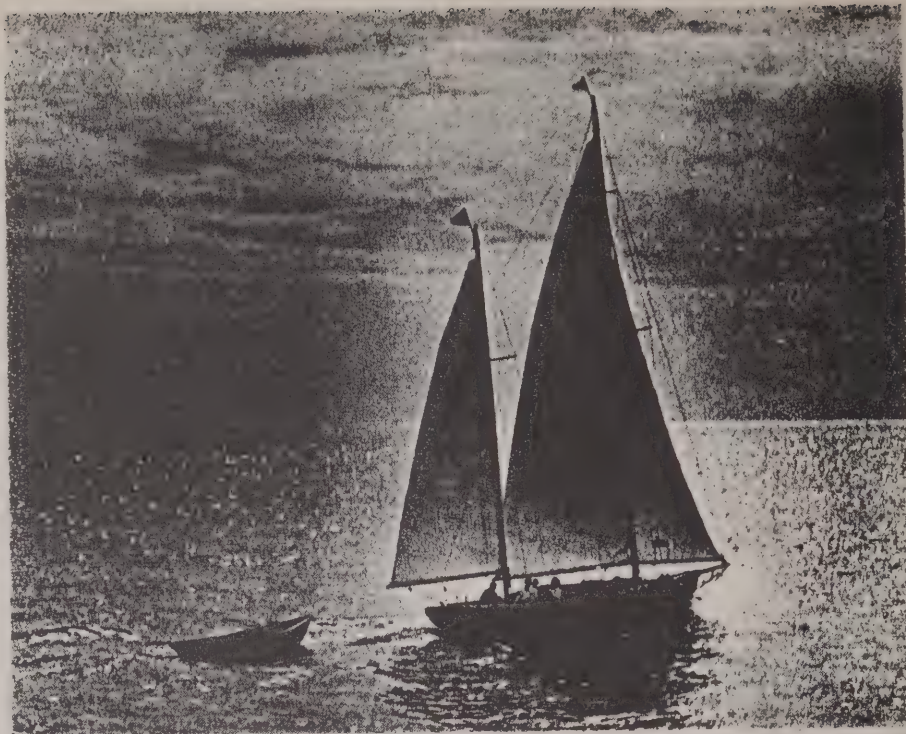
TRADITIONAL WOODEN CRAFT
P.O. BOX 25061MB, FARMINGTON, NY 14425

This happened many years ago and yet it could have been last summer - a memorable few days of sailing, of adventure, of comedy. I belonged to a sailing club at a midwestern university when one of our members found a berth on a boat for the annual Port Huron to Mackinaw Island race. Then, as it developed that there were more spaces open on the boat, members of our group were invited aboard until the crew consisted of five of us, the owner and a friend. A word about the boat: it was an old Casey yawl built down east and somehow transposed to the Great Lakes. It didn't take us too long to realize that the owner used his boat for a variety of activities but sailing was not one of the more important ones among them. There were clues: numerous fathoms of very heavy chain in the forepeak were one. An elaborate stainless steel galley paid for by a 'friend' was another. The combination of these two things put the boat inches below her lines in the bow and gave her a permanent list to port!

We arrived at Cedar Point in Sandusky to bring the boat up to Port Huron before the owner and the first thing we did was remove this chain and stash it out of sight - nothing we could do about the galley though. After an uneventful trip - mostly by motor - to Port Huron, we rafted up with scores of other boats in the Black River and immersed ourselves in the pre-race excitement - among other things. Race morning dawned a beautiful day - though a bit soon! Upon getting ourselves and the boat sorted out, it was time to head for the starting line. But cranking the engine did not bring forth the desired result and therein lies the beginning of the adventure of this story.

Since no amount of cranking would start the engine, someone decided perhaps we should have a look at it. The problem was all too apparent! The engine was awash in gasoline. And our class was to start shortly. No time to think of what might have happened. Find a mechanic who would replace the fuel pump on the way to the line and get a tow out. The first boat that offered us a tow fouled the line in his prop and must assuredly have ruined his day but the next got us to the line where we got the mechanic off and began to think of sailing - that IS what we were supposed to be there for. Our class had started and the larger boats were about to start, so on with it. The wind was fresh, the water choppy, but we had time to make up, so all sails up and off we go.

Or do we - adventure number two. The floorboards are under water and it is coming up fast. Man the pump. Can't keep up. Water still rising. Where is it coming in?



This Old Casey...

Everywhere it seems. Lower sails. About this time, the magnificent Herreshoff ketch 'Ticonderoga' (Big Ti) goes by us like the proverbial bat making us look like we are standing still. As a matter of fact, if we weren't wallowing so much, we would be almost. Oh well, onward at a more sedate pace as we begin to catch up with the water coming in and discover that at least some of it was coming from an open air vent at the coaming. More was coming from open seams in the topsides which presumably hadn't been in the water under a press of sail in years.

And now the comedy: despite the fresh wind at the start, this was to be a race with winds varying between nothing and almost nothing and what wind there was always seemed to be somewhere else. We tried along shore, we tried the middle, we tried the far shore. Even wind dances on the foredeck didn't help. We chased the wind all over the lake except toward the finish line it seemed. This is supposed to be a one day race but we had been two days and were not there yet. Now we were running out of food. Reluctantly the skipper admitted that there was a canned ham secreted under the floor.

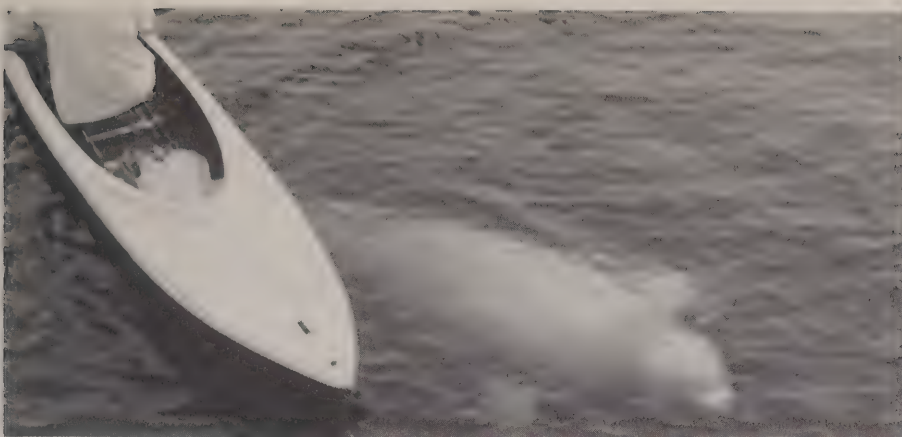
And our problems with the boat continued. This old Casey yawl had wheel steering which conveyed little feel for how the boat was going. As a result, if you weren't alert at the helm and even if you were, she would slip up into the wind and back the sails. Then there was nothing to do but ease

the back-stay, tack, set the other back-stay, get her going again and then do it all over again to get back on the original tack. What a fuss - and my bunk was right under the starboard back-stay! The catch phrase became 'By your lee, sir!'

But finally as we get near the island, we begin to get the hang of the boat and the breeze was coming back so, what the hell, we might as well finish in style even though the finish line committee has gone home. So get the boat balanced and all hands hike out on the rail as if this old yawl were a Star or something. One thing about this insensitive wheel steering, it didn't even need to be lashed - it just stayed where it was put - so seven men (boys?) on the rail and no one at the wheel. Too bad there was no one to see us.

But this old boat wasn't done with us yet - she had one last adventure in store for us. The approach to the harbor is through a fairly narrow passage between islands necessitating a couple of tacks. Well, with the boat finally sailing well and seven of us on the rail, we didn't want to take extra tacks. So watch the depthsounder and sail right to the shore before tacking. Of all times to miss tacks. Into irons, back onto original tack, somehow find enough room to get her going and onto the other tack. Whew!

Upon tying up at the dock, Clare Jacobs, 70 years of age, more or less, skipper of the winning boat and one of the few boats still at the island, congratulates us - for finishing. Little did he know.!



WHALE!

I awoke late on that Tuesday in the middle of spring break last April. Looking out the window I saw that the water was unusually calm, hardly a ripple, perfect weather for a good morning row. I was excited by the prospect of sculling in good conditions for once, the previous week had been windy.

An hour or so later I was placing the Oarmaster in my Alden Ocean Shell and soon was out stroking past Vineyard Point. Heading out around the red buoy that marks Chimney Corner reef, I sighted a small speck on the western horizon, which I paid little heed to at the moment.

After a mile of rowing in an easterly direction, I could make out the speck as a small fishing trawler which was quickly gaining on me. Soon it caught up with me as I rowed past the Coast Guard buoy marking the rocks off Mulberry Point. The boat slowly decreased its speed until it was moving slightly slower than I was, about a hundred feet south of me. It was a gesture I thought the skipper was making so I would not have to contend with a large wake. So, obligingly, I too slowed down in order that the boat might get past me and move off at higher speed. To my surprise, it did not do so, but instead turned towards me.

"You'll want to be careful," a woman on deck yelled over to me, "A beluga whale has been recently sighted in Guilford Harbor. And they like to nudge boats!"

"Thank you," I answered, "you don't need to slow down, my boat is built to take waves." I heard a low rumble and watched the trawler slowly pulling ahead of me. I never had thought there would be WHALES in Long Island Sound, but as I resumed rowing I recalled having once heard of a family of them seen in New Haven Harbor.

By now the trawler was a couple of hundred yards ahead of me, when its engine suddenly came to a stop. Then I saw it begin to come

about. Several of the people on board were leaning over the side. "I can see its eye," I heard one of them yell.

I was terrified. I knew almost nothing about whale behaviour, but I did know that one whale nudge would dunk me into the chill April ocean one mile off shore. Shaking, I applied full pressure on the oars, heading for shore at full steam. "I think it sees him," someone on the trawler said. I could hear this clearly across the still air. "There it goes!"

I quickly halted dead in the water, hoping I would go unnoticed. I heard a snorting noise and saw the water ripple about fifty yards from me. Scanning the dark waters under my shell's hull, I saw a white shape slide by and then disappear. Looking up, I saw the trawler coming towards me, white-water at its bow. I hoped now they would escort me to shore, or even better, take me onboard.

As I came alongside them, I grabbed the rail and together the two boats stopped. Now I felt much safer and looked around to see if the whale was still about. Slowly the white shape reappeared beneath us and then surfaced.

"Isn't this exciting," said one of the three women on the trawler. "I never expected to see a beluga whale in Long Island Sound."

Introductions went around and I learned I had met Mrs. Fowler, her daughter Sarah, and Sally Richards, who was skippering the trawler.

We continued to watch the whale as it swam back and forth under my shell, apparently curious about the Alden's shape. Perhaps it looked like another whale from below. After examining the two sculls which I was tranquilly treading on the water, the whale began to swim up and down the length of my craft only inches beneath the surface. I leaned dangerously out over the side and dangled my fingers in the water, something Sarah was also doing from the trawler.

When the beluga swam by I would wiggle my fingers and eventually it began to take an interest in this. Carefully it moved closer until it was only a few inches from my fingertips. I reached out as far as I could and my fingers briefly brushed along its back. "I touched it!" I yelled. I was so excited I was trembling and had to concentrate to hold the oars.

Soon it swam right up alongside of me and I had an opportunity to pat it on the back. It was electrifying to know I had actually come in contact with this creature that roams the oceans and was probably around long before we were. Then Sarah let out a yell of excitement as she too briefly touched the whale.

Sally, the skipper, then suggested, "I think it might be a good idea if you came aboard until we're closer to shore or until the whale leaves us."

Heeding this advice, I tossed my bowline to Mrs. Fowler who tied it off to a cleat at the Trawler's stern. I shipped my oars and put on my shoes and then carefully hauled myself up onto the boat's after deck. I found I had a much better view from here of the whale's behaviour than from my shell. I could see it frolicking under my Alden as we picked up speed. I felt it must be viewing my shell as another whale, possibly now following its mother.

We headed out to see if the whale would follow us. It did, for about a half-hour, diving under my shell and the trawler, blowing water at us and swimming in swift circles around both the boats. Apparently this whale had been seen in various places in the Sound, and the word was that it didn't follow boats for very long. I hoped it would stay around so I might see it again.

Our efforts to keep its attention became increasingly futile, and with a final circling of our two boats, the beluga dove deep until we could no longer see it. Sally, who was very experienced with the waters of Long Island Sound, decided I would now be safe in resuming my rowing, and I re-boarded my shell. We parted company then, and I felt that continuing my original course would seem rather anticlimactic, so I returned home quickly thinking how no experience I could now have in my Alden would ever equal this one, that I had done something very few people would ever have the opportunity to do.

Chris Schulten, Guilford, CT

CENTERFOLD OVERLEAF

Rowing need not be done in an ultra-tech modern sliding seat outfit to be enjoyed, herewith a scene of good fun in a simple skiff.





When I awoke, Joe had already started a fire; the sun shining on his tent had aroused him, while mine was in the shade of the bluff. Misty, low-hanging clouds were driving over, the broken remnants of the night's sea-fog; and the sunbeams alternately glowed brightly on the trees and fields across the water, and then paled to a fainter radiance.

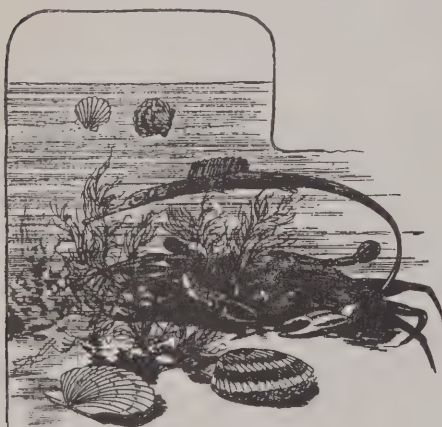
Another craft was not far off - a small schooner, which was lying at the opposite shore; near the mouth of the river. Half a dozen men were transferring her deck-load of lumber to a team which had been driven a little way into the water. The unusual color of her hull - a lilac-gray - at once identified her as one of the familiar bay vessels.

"Hello, Joe! There's the old FAVORITE!"

"Yes; I saw her when she came in. Wind still holds from southwest, I see; must have been blowing all night."

While getting into my clothes, my gaze fell absently into the water near the stern, and was caught by the sight of a creature I had seen but once before. It was a fish about a foot long, but exceedingly slender, especially toward the tail; its body was thin and flattened, and its head ended in a long, snout-like tube.

"Look here! Here's a pipe-fish!"



SCALLOPS, PIPE-FISH, EDIBLE CRAB.

"All right; smoke him," responded Joe; but he got into the boat, from which I had unfastened the tent and cot, and came aft to see, too.

"He looks as if he'd been drawn through a crack: wish we had a net; we'd soon introduce him to the rest of the aquarium."

But at that instant, the creature, which had been slowly poisoning and swaying above the matted kelp and eel-grass, shot suddenly out of sight into their depths.

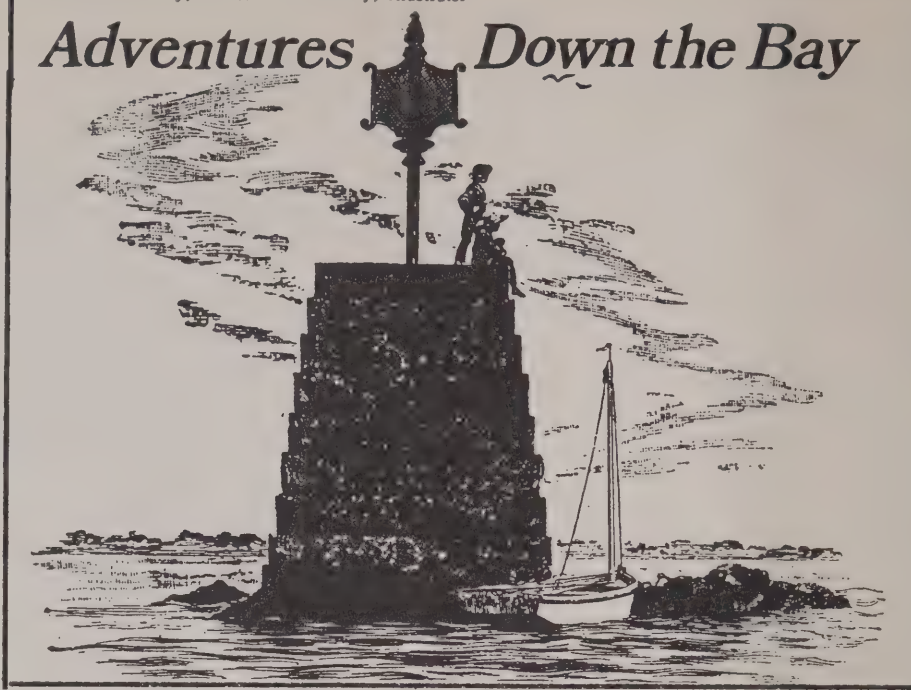
"Look at the young scallops!" Joe remarked. "If they were a few degrees bigger they'd be in danger."

From the book, JOE & I, or, ADVENTURES DOWN THE BAY

Wallace P. Stanley, Author H.N. Cady, Illustrator

Published in 1901

Adventures Down the Bay



The little fellows were about the size of a half-dollar; when fully grown, they are nearly big enough to fill a saucer. There were more than a dozen in sight, lying tranquilly on the eel-grass and on the muddy bottom, one or two feet below the surface, with their shells slightly apart, showing the delicate bordering fringes, dotted with light blue. Some of them were bright red-brown, some cream-white, but most were adorned with bands of varying shades - gray, white and brown.

Every little while some one of them would suddenly rise to the surface, as though transformed to a little balloon; then for a few seconds it would bob up and down and wobble about in the jolliest style, opening and snapping together, quite another creature from the inert bivalve of a moment before; then, as though exhausted, it would sink as suddenly, and rest like a stone wherever it might lodge.

As though emulating their capers, a large edible, or "blue," crab came to the surface a couple of yards off and floated slowly about, waving its hindmost pair of legs, flattened into flippers. Suddenly these paddles set up a lively wiggle and propelled him out of sight.

Joe had returned to the little fireplace of stones heaped together which supported the kettle, and now announced that the clams were done. He took them off the fire, while I finished putting the boat in order and arranging the sail ready for hoisting, willing to let my share cool down a little from the boiling point.

Clams always taste good, I think; but I don't think any were

ever quite so good as those we had on these expeditions down the bay. Joe had some butter all melted in a tin cup, and I filled the waterjug afresh at the spring. We didn't hurry, as there was no favoring wind which might fail, but we were not the less sure for being slow; nothing was left but the shells and "heads"; even the three quahaugs were disposed of.

"We ought not to go off and leave those barberries here," said Joe; "if we don't take 'em they'll go to waste, it's likely, and I like them made into preserve with molasses."

"Well, I don't care for 'em; they don't seem to amount to much but skin and seeds. I'll help gather 'em for you, though."

So we took a paper bag, which had been full of hard-tack two days before, and stripped the bush of its coral pendants, collecting something over a quart.

Now it was time to embark; the wind stirred the trees on the high bluff, but only reached the water below in momentary dashes, and even these didn't show till near the middle of the river. Beyond the slight turn or elbow within which we had camped, the breeze would no doubt be steadier. We raised the sail, which hung in an undecided fashion, and I pushed slowly out from shore.

"Two big crabs in sight!" cried Joe, "and there's another! I'd like to add 'em to the passenger-list, if there was some way to persuade them. There's some long wire nails in the locker; I'm going to try to rig up a spear with one of them."

So he took one of the poles of the shore-tent, and managed to lash

one of the nails to its end, driving in two or three smaller nails in such a way as to steady it. By that time the boat was out in deep water, and the wind was filling the sail in an uncertain, jerky fashion; but he urged me to turn back and give him a chance. When we were back under the lee of the bluff, he lowered the sail again.

"It's of no use in here, except to scare the critters," he asserted.

Presently he caught sight of a big claw among the kelp, and gave a jab; but no result followed, except the disappearance of the claw amid a dusky trail of stirred-up mud. Then, as he poled slowly along with his spear, he came upon one fully displayed, and twinkling his eyes at us as if in defiance. Another ferocious jab; this time we had a short glimpse of him as he slid off at top speed.

"Blame the luck!" said Joe. "If a little of 'em shows you can't be sure where the rest is; and any way, the water refracts things on the bottom so you can't aim straight."

Meanwhile, I had taken the other tent-pole, and rigged up a spear on my own account; and began peering over the other side of the boat, with grim and ruthless intent. So I stopped observing Joe's fortunes, till I heard a clashing and clattering behind me, and turned to see a big and lively fellow he had just shaken off his spear.

"Mad to the bone!" commented Joe, which may have been so, though I had generally heard the expression used of beings whose bones were on the inside instead of the outside. These blue crabs do seem frantic with rage when first taken from the water; they gnash their two big claws together most savagely, and I'd want at least a day's wages for putting my finger in their clasp; but they soon grow quiet, for they can't stand being out of water any more than a fish. With their tints of blue and olive, grading into each other and into glistening white on portions of their claws, they always remind me of warriors in armor - and that's what they are. They're the handsomest crabs that live in the bay, and the largest - except the horse-shoes - they're the swiftest and the "gamest," and the best to eat.

I broke a claw off the first one I thrust at, and the rest of him got away. No doubt he grew another in time, the crab race being favored in that respect. After another unsuccessful trial, I fetched a splendid fellow on board, clashing his claws around the spear; he was fully eight inches long.

The next jab I made had no effect except to draw an energetic protest from Joe, who had his spear poised at the moment over a "whop-

per," which escaped on account of my thrust joggling the boat and deranging his aim. In a few moments we had to pole back southward, having drifted to where the wind struck the water, making such a ripple that we could see nothing.

But we kept on for about half an hour, when we gathered in seven crabs, and seemed to have driven all the rest to cover. Stowing our game out of the way, we laid aside our make-shift spears, and, raising the sail a second time, began to beat up the river.

After a short westward stretch, the course of the stream led us almost into the wind's eye, and it was pretty hard to make much headway. The breeze, coming uncertainly over the trees, was here one moment and gone the next; and the space for our evolutions was growing rather narrow, besides, as we proceeded further up. The course of the river curved slightly, so as to prevent our seeing very far ahead, for the bank continued to be, for the most part, steep and high on our left; but we agreed that it was a pretty stream. The current was gentle, but the breeze continued so baffling that it counted for quite a little against us.

"Bother it, you'll have to row, if you're ever going to get there," declared Joe.

"Wait till we have to turn again; the wind favors us now - what gets to us."

On rounding the turn, the river was still narrower and the current somewhat stronger, so the sail came down and I took the oars.

"It's easier than it was on the Pequonset, anyhow; for there, there wasn't room even to row, most of the time."

I pulled leisurely away, and it didn't seem long before Joe

called out, "There's your dam!"

I turned, and there it was; the water running over the cap-log in a few slender streams, and in a larger one at the side, where the log abutted against the rocks of the bank. On the west shore stood a two-story wooden building with a belfry, extending in part over the river.

A few strokes more, and we disembarked near the mill. Walking up shore, the first thing we did was to pick up a few early apples which strewed the ground at the side of the road which crossed the river here, and the next was to ask a man who came jogging by in a farm-wagon, whether this spot was the birthplace of General Greene.

He assured us that it was. "But it don't look the same now, that it did in his time; there was a blacksmith's forge here, in the old times, and he was brought up to that trade. Now, here's this factory instead, that they call the Old Forge Mill."

We went around to the dam, and surveyed the pretty pond beyond. A pleasant grove bordered it, and, near by, scattered trees arched over the clear water, rippled by light puffs of wind. In their shade, close at hand, was a little boat-landing of stones and stakes, at which lay a small white rowboat.

"If we were on a fresh-water expedition, this would be a rather inviting prospect, wouldn't it?"

"But we're not; so I guess we'll have to decline the invite. The prospect of tugging the boat up into the pond wouldn't look so very inviting, on close inspection, seems to me; and if you've worshiped enough at the shrine of the General, I move we set sail for salt water again."

(To be continued)



AT THE DAM.

WHAT'S HAPPENING?

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM WINTER EVENTS

The Apprenticeshop at the Maine Maritime Museum in Bath, ME, has scheduled a winter series of evening workshops on various traditional boat building and maintenance skills to run during the winter through mid-April of 1987. All but one are in two three-hour sessions on weekday evenings. Seven are at the Percy & Small Shipyard in Bath, three others are at the instructors' facilities.

MARCH 11-12: Caulking with John Maritato.

APRIL 1-2: Painting & Finishing with Paul Bryant (at his Riverside Boatyard).

APRIL 22-23: Oarmaking with John Burke.

Sessions run 7-10 p.m. evenings. Fee per workshop is \$35 (non-members of MMM).

The Museum also has scheduled a series of lectures relating to maritime history in Maine. These are as follows:

MARCH 18: "The Murals of Fort Popham", by Diane Longley and Larry Rakovan.

APRIL 1: "Building the ELIZABETH", by O. Lie-Nielsen.

The above events are all at 7:30-9 p.m. at the Patten Free Library, 33 Summer St. in Bath, ME. Non-member admission to each is \$2.

On FEBRUARY 9th a special program featuring the Maine film premier of "American Promise", the story of Dodge Morgan's record setting non-stop around the world solo sail, will be held at the Portland Stage Co., 25A Forest Ave. in Portland, ME. A reception at 5:30 precedes the 6:30 p.m. film showing. Advance non-member tickets are \$20 each, at the door \$25 each.

For more information or to reserve tickets, contact the Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 443-1316.



FLORIDA KEYS KAYAKING

Mark Sutton of the North Atlantic Sea Kayak Center in Newburyport, MA, is taking interested kayakers on 7-day guided tours of the Florida Keys in February and March. One trip scheduled for March 14-22 is sponsored by the Division of Continuing Education of Northern Essex Community College in Haverhill, MA. This trip's estimated cost will be \$945 per person, which includes everything you'll need except personal gear: Transport from Boston to Miami by air, food, lodging, ground transport in Florida, kayaking and camping gear. Mark is a professional geologist and certified EMT and has paddled extensively on the North Atlantic coast and in the Caribbean. For further details call trip coordinator Nancy Brown at (617) 374-3800 or write to her at the Division of Continuing Education, Northern Essex Community College, Elliott Way, Haverhill, MA 01830. To talk about this, and his other trips, with Mark Sutton, call him at (617) 465-6989.



SHIP MODEL SYMPOSIUM

The U.S.S. CONSTITUTION Model Shipwright Guild has scheduled a two-day symposium on April 25th and 26th with workshops on various aspects of building ship models. Subjects to be covered include rigging, building techniques, cutting, fitting, carving, hatch and skylight construction. Hours each day will be 10 a.m. to 3 p.m. Location is at the CONSTITUTION MUSEUM in the National Park in Charlestown, MA, next to the berth of OLD IRONSIDES. For details contact George Kaiser at 23 Mermaid Ave., Winthrop, MA 02152, (617) 846-3427.

ANTIQUÉ & CLASSIC BOAT SHOW

Long Island's regular June antique and classic boat show will take place this year on June 27th at the Suffolk Marine Museum in Sayville, Long Island, NY. For early details, contact Roberta Kavan at P.O. Box 124, Brightwaters, NY 11718, (516) 582-3773.

AMC FLATWATER CANOE TRIPS

The Boston Chapter of the Apalachian Mountain Club has scheduled 22 flatwater canoe trips for the coming spring, beginning April 25th and running through June 28th. They are on rivers in the greater Boston area and nearby north and south shore areas. Beginners and children are welcome on most trips but trip leaders may impose restrictions associated with individual trips. Certain trips have been designated as Instruction, Introduction or Advanced. Instruction trips offer formal training to all participants. Introduction trips will accommodate, but not be limited to, paddlers with no experience and no equipment; show up, rent and go. Advanced trips are for experienced paddlers with their own equipment.

The April schedule is as follows:

APRIL 5: Upper Neponset River, Allen Knowles (617) 828-3025.

APRIL 11: Nissitissit River, Trek Abele (617) 433-5561.

APRIL 18: Concord River, Harland Alpaugh (617) 658-4136.

APRIL 25: Sudbury River, Chris Childs (617) 897-5017.

APRIL 26: Charles River Introduction, Jeanne Fuller (617) 586-8928.

COMING UP...ICE IN SUMMER

Our present vessel, a tiny schooner named VICTORY, whose last voyage, a circumnavigation around New England via the Hudson River, Lake Champlain and the St. Lawrence River, was reported on in this magazine, is presently undergoing a major hull preservation program. We plan a jaunt along the coast of Labrador this summer to see if we can see some icebergs in SUMMER this time!

Even with Loran and TWO batteries of her very own, 26' VICTORY is still a vessel many would call too small, inefficient, badly designed, and in general an illogical choice for such a trip. We only say, get out there and DO IT! The boat is less important than the DOING is. All seasons. Be alive. Take good care, be responsible for yourself and thank lady luck when you make a safe harbor after a wild trip. And remember, SUMMER'S COMING!

Report from Al Butler

ERIE CANAL CANOE TRIP

Steve Gurney of New Haven, CT, is organizing a canoe vacation on New York's Erie Canal, scheduled for mid-July. He wants interested persons to hear about it now in order for them to be able to arrange vacation plans if they desire to go along. The group will paddle the historic canal from Buffalo to Albany, NY, camping along the way, and learn about the history of this earliest major inland man-made waterway on this continent, completed in 1825. July 11th is the starting date. For further details, contact Steve Gurney at 52 Edgewood Way, New Haven, CT 06515, (203) 389-2733.



MIDWEST BOATBUILDING COURSES

For our growing readership in the Great Lakes area, Michael Kiefer of Great Lakes Boat Building Co. in South Haven, MI, will be holding a series of traditional wooden boat building classes in April, May and June at his shop. Contact Michael at 227 Prospect, South Haven, MI 49090, (616) 637-6805.



MYSTIC SEAPORT MUSEUM®

MYSTIC SEAPORT MAJOR EVENTS

Mystic seaport Museum has four major boating events scheduled for 1987, as follows:

JUNE 6-7: Small craft Workshop for traditional small boat enthusiasts.

JULY 25: Antique & Classic Boat Rendezvous for those who love the old power and sailing craft of yesteryear.

OCTOBER 3: Invitational Schooner Race for classic wooden schooners.

OCTOBER 24: Dyer Dhow Derby, dinghy racing by east coast yacht club members.

For further information on any of these events, contact the Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355, (203) 572-0711.

ANTIQUE 1-CYL MARINE ENGINES for sale. 3 hp to 5 hp shaft & propeller included, list on request. **H E MOORE CO., INC.**, 485 East First St, South Boston, MA 02127, PH: 617-268-1262, Bill.

cape ann small craft

JOEL THOMAS

(617) 768-7411

PADDLE

AQUATERRA
HYDRA
DIRIGO

ROW

SUMNER
BEACHCOMBER
LINDSAY
GAZELLE
APPLELINE
GRAHAM

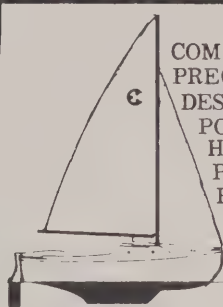
SAIL

AMERICAN SAIL
FLA. BAY HENS
C&L BOAT WORKS
SNARK
STARWING
SEA PEARL

PEDAL

WATER WHEELER
PELICAN
VENTURE CAT

the shipyard box 592, essex, ma 01929



ON DISPLAY

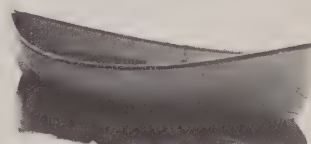
COM PAC 16', 19', 23'
PRECISION 14', 16', 18'
DESIGNER'S CHOICE
POINT JUDE 16'
HOWMAR 12
PHANTOM
ENSIGN SAILING
DINGHY

COM-PAC

lots of used day sailers

FERNALD'S

Rt. 1A, Newbury, MA 01950 617-465-0312



THE PEAPOD OF THE "1800's"!
CLASSIC CHARM

She can be rowed, sailed and cartopped. Prices start at \$950. For more information, contact master shipwright, Peter Sylvia:

HILINER MARINE CORPORATION
P.O. Box P-73, So. Dartmouth,
MA 02748 (617) 992-1807

THE SMALL BOAT SHOP

at Rex Marine Center



ALDEN OCEAN SHELLS.

All types and colors, parts and accessories.

FREE LESSONS

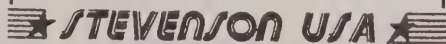
Also on display, Schoenbrod Racing Shells. "The Sieger!" (26½"x14")

Call Ed Rogers, Malcolm Watson,
or Bud Reynolds at:
144 Water St., S. Norwalk, CT 06854
203-854-5223

custom
WOODEN MASTS
solid or hollow
RANDOLPH BOATWORKS
27 M Pine Island Rd., Mattapoisett
MA 02739
(617) 758-4270

RECREATIONAL ROWERS

We are the oldest and largest manufacturers of rowing apparel and boat covers in the U.S. Please call or write for free information.
Portsmouth, RI 02871



1117 Shackamaxon St.
Philadelphia, PA 19125
PH: 215-634-3827

WEST SYSTEM®

Distributors of WEST SYSTEM® Epoxy Products by Gougeon Brothers, Inc., Fynspray brass galley pumps, custom running rigging, sailboat hardware. Epifanes paint and varnish. For ordering & information call toll free. Dealer inquiries invited.



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840
276 SW 33rd St., Ft. Lauderdale, FL 33315

IN RI: (401) 846-8170
Telex: 952-183 JT SHIP NORT

IN FL: (305) 463-2022
1-800-343-9350

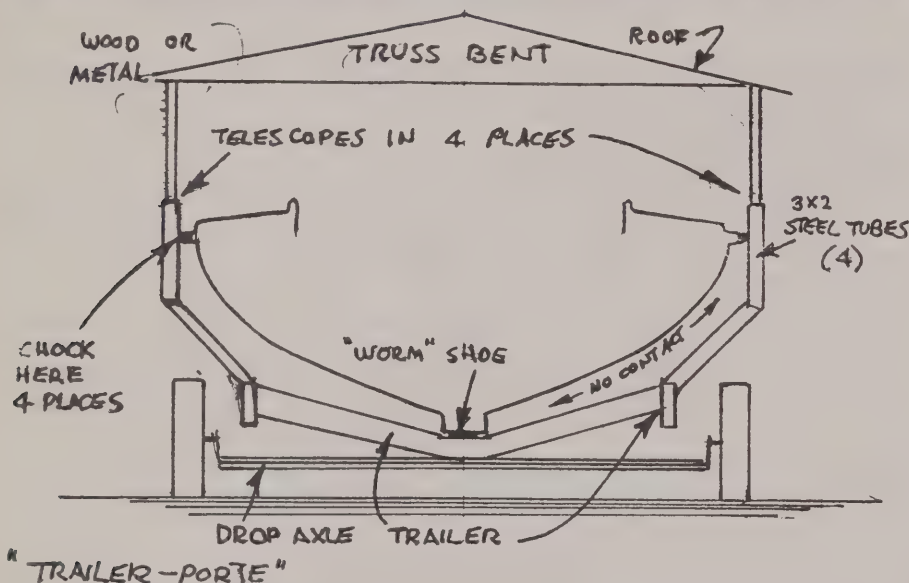


THE TRAILER/SHELTER

A couple of years ago Jim Van Voast was in Port Townsend, WA, where he photographed this Folkboat on a trailer beneath a trailer-mounted awning. He liked the notion and has gone on to develop his own version.

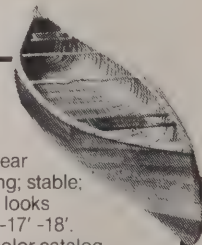
Jim has welded four 3x2 steel tubing uprights onto his trailer, spaced eight feet front to back, extending above the height of his boat's deck and spaced across the trailer a bit wider than the boat's beam. The hull is then hauled onto the trailer resting on its keel "worm shoe" with the gunwales chocked to the uprights so no cradle is required. Into the top of the uprights he will drop pairs of telescoping sections of steel tubing, each pair spanned by a simple truss. These will then support a ridgepole and some sort of weather protection tarp for sun/rain protection in his tropical area, or if taken north, winter cover protection. This top could rest right down on the boat for maximum protection, or be raised high enough to permit working on the boat beneath it. For highway travel, it could be easily lifted out altogether, unless it's but a short, slow trip to a nearby launching ramp.

Anyone wishing to correspond with Jim about this concept can reach him at 2751 NE 15th St., Ft. Lauderdale, FL 33304.



Classic Cedar Wood Canoes.

Handmade by Maurice Picard, Huron Indian. Clear fiberglass covered. Strong; stable; light (49 lbs). Handles & looks beautiful. 13'8" -15' -16' -17' -18'. \$829⁰⁰ to \$1,029⁰⁰ Free color catalog. 1-800-343-3432 Great Canadian, Water Street, Worcester, MA 01604.



OLE BOYS

By Carl Erickson





THE PINE SKIFF

Reader Jim Van Voast of Ft. Lauderdale, FL, is a steamboater these days, but in his youth back in the '30's in Maine he was very much a sailor. The photos of his 11' pine skiff show him messing about in those bygone days. The

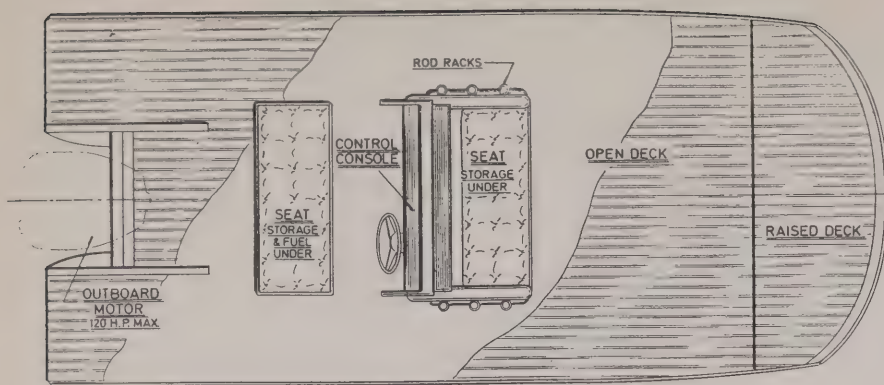
skiff was built in Boothbay Harbor about 1935 by Dave Pennington for \$15 complete, painted, with oars. The maple leeboards with cast bronze angle brackets came from Old Town Canoe and Jim made the rudder and rig himself. Jim feels the left hand photo so closely re-

sembles the illustration that has run with the "Down the Bay" series as to be amazing. BARNACLE was its name, and Jim says rumors have it that the little craft is still on the water after 50 years. Amazing, indeed!

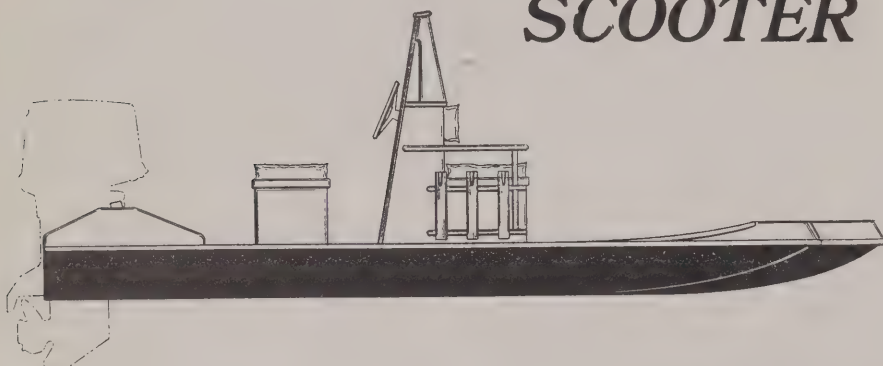
SPARRING IN THE COVE

Timothy Lutts of Salem, MA, has a 1929 John Alden designed 16.5' racing keel kockabout. There may not be a class for it these days, but no problem, Timothy and a friend who owns a 1957 Celebrity have their own sparring matches. Little contests right in the cove, when even on a small craft alert day, it's okay. Timothy reports that the Celebrity, being longer and lighter (a centerboarder) usually wins. But that's okay, his own boat's name is PATIENCE.





SCOOTER



Glen-L Marine has loads of designs for home boat builders, one that turned up here in the mail is sort of interjesting, something different. SCOOTER is an outboard powered (up to 120hp!) "skimming dish" sort of boat, pretty much a fishing platform intended for "scooting" across knee deep waters in shallow bays and estuaries in pursuit of fish, apparently. For the outboard fan it ought to be an interesting craft for just exploring where others cannot go.

The 16' craft draws only 4" with a 1,000 pound load aboard, and adding another 400 pounds sinks it just one inch deeper. The tunnel hull permits lifting the outboard lower unit for minimum draft with still some useful propulsion. The 6'10" beam provides a broad stable platform for whatever it is one might wish to do.

Plans are available that include full size patterns for building with ordinary 4x8 plywood. Beginners are assisted with a materials list and fastening schedule. Kits of fastenings and fiberglass coverings are also offered. For further information, write to Glen-L Marine Designs, 9152 Rosecrans, Bellflower, CA 90706, or phone (213) 630-6258.



HOW ABOUT THE TIME...

my Otca canoe became a Viking Ship. The town of Westport, Conn. held "The Great Race" every July. The objective of a "cleanup" was to attract interesting rowing craft, race down river to Cockenee Island and there go ashore and gather a plastic bag full of picnic refuse. The first back to the starting point with a full bag was the winner. I carved a dragon head and tail which made the green canoe look rather fierce. Four colorful shields decorated the sides and a mast flew a large "Spirit of 76". The gun-wales had been rigged with blocks for years and I had gotten used to rowing without damaging my thumbs. All went well and at least forty craft participated. The evening festivities and award ceremonies were held at Longshore Country Club. I arrived having forgotten my wallet. When it was determined I had placed in the "Best Craft" category, I was allowed past the entrance, even though penniless. The fifty dollar award allowed me to buy a couple of beers before going home. I wonder how this canoe would sail with a square sail.

Years later I mounted the head and tail on my Old Town rowboat for a lark. I approached a lobster man working his traps off Pidgeon Cove. He stood at attention and gave a salute as we passed by. Probably safe to say he was of Scandinavian descent.



Report & Illustration by Carl Erickson

BUILD YOUR OWN BOAT



**boat plans • frame kits
• full size patterns •**



SAVE 50% OR MORE WITH GLEN-L

PLANS, PATTERNS, & KITS. Proven methods especially for amateurs include instructions for **PROFESSIONAL RESULTS!** Build in **WOOD, STEEL, ALUMINUM, or FIBERGLASS.** It's **EASY & FUN!** LARGE SELECTION OF ROWING & SCULLING CRAFT.

HUGE 160-pg CATALOG SHOWS HOW!

HUNDREDS of exclusive designs 7' to 55', all prepared by GLEN-L's own naval architects. Sailboats, powerboats, rowing boats, & boat trailers. Order \$3 catalog now, **OR SEND \$4 FOR FASTER AIR MAIL.**

BOATBUILDING SUPPLIES

LOW DISCOUNT PRICES on fastenings, fiberglass, resins, glues, books, **AND MORE!** Order \$3 catalog and also receive **FREE "BOATBUILDING SUPPLIES" catalog.**

SEE OUR NEW EASY-BUILD "STITCH-N-GLUE" DESIGNS!

ORDER BY PHONE WITH YOUR CREDIT CARD FOR FAST SERVICE!

► 213: 630-6258 OR 213: 774-2585 ◀



GLEN-L "EPOXY ENCAPSULATION SYSTEM"

Investigate the GLEN-L "EPOXY ENCAPSULATION SYSTEM" for wood boatbuilding. Our "POXY-GRIP" **STRUCTURAL ADHESIVE** & "POXY-SHIELD" **COATING-ENCAPSULATING RESIN** form a **COMPLETE, easy-to-use system** ideal for the amateur and **SUPERIOR** to other marine glues. Seals out rot & moisture, worms & insects, eliminates leaks, increases boat life & resale value, strengthens & waterproofs your boat, reduces maintenance, & minimizes weight. Makes quality construction possible in just about any climate even by the beginner. Accurate fits & heavy clamping **NOT** required. Factory-direct prices eliminate the middlemen for the **LOWEST COST** consistent with GLEN-L's **HIGH QUALITY** standards. \$3 catalog includes **FREE LITERATURE.** Or send \$2 for the **GLEN-L EPOXY ENCAPSULATION TECHNICAL MANUAL.**



"HOW-TO" BOATING BOOKS

"FIBERGLASS BOATBUILDING FOR AMATEURS" - \$24.00

HUGE hardcover 400 pages. Covers ALL "one-off" fiberglass methods: "C-FLEX", foam & balsa core, "high-tech" Kevlar/carbon fiber, + female molding, etc.

"BOATBUILDING WITH PLYWOOD" - \$17.00

Hardcover 288 pages. Step-by-step photos & text on using low-cost plywood for amateur boatbuilding.

"INBOARD MOTOR INSTALLATIONS" - \$16.00

Hardcover 256 pages. Hundreds of illustrations show how to install ANY inboard engine in ANY type of boat.

"HOW TO FIBERGLASS BOATS - 2nd EDITION" - \$13.95

ALL NEW! All about working with epoxy, polyester resins & fiberglass on cabins, decks, hulls, new or old.

"RIGGING SMALL SAILBOATS" - \$7.50

How to rig & equip small sailboats up to about 25'.

"HOW TO BUILD BOAT TRAILERS" - \$7.50

Text & photos show easy, proven ways to make your own low-cost boat trailer for sail, power, & rowboats.

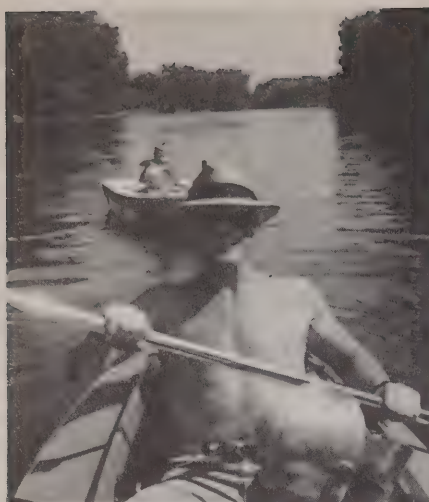
GLEN-L MARINE DESIGNS (Phone 213: 630-6258)
9152 Rosecrans, Box 1804MS, Bellflower, CA 90706

GLEN-L MARINE DESIGNS

9152 Rosecrans, Box 1804MS, Bellflower, CA 90706

- ☐ GLEN-L catalog @ \$3.00 (sent SLOWER 4th CLASS), OR
- ☐ GLEN-L catalog @ \$4.00 (sent FASTER AIR MAIL)
- ☐ "EPOXY TECHNICAL MANUAL" \$ 2.00
- ☐ "FIBERGLASS BOATBUILDING-AMATEURS" \$24.00
- ☐ "BOATBUILDING WITH PLYWOOD" \$17.00
- ☐ "INBOARD MOTOR INSTALLATIONS" \$16.00
- ☐ "HOW TO FIBERGLASS BOATS" - NEW 2nd Ed. ... \$13.95
- ☐ "RIGGING SMALL SAILBOATS" \$ 7.50
- ☐ "HOW TO BUILD BOAT TRAILERS" \$ 7.50

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____



GYPSY, SAILBOARD, 15' CANOES, CAPE COD FROSTY, 17' KAYAK

Bill Howard has built all of the above and welcomes interested inquiries. He mentions on building GYPSY that he put cross braces under the mast to the keel to stop a twist in the hull in heavy air. Bill is at 225 Boston Rd. in Springfield, MA 01109.

Registry of Projects

This once a month column is intended to develop and encourage direct contact between readers engaged in similar boatbuilding and restoration projects, or contemplating such. Those listed have volunteered to respond to inquiries from readers concerning their respective projects. If you wish to be included on the list, send us the details on your projects.

BIRCHBARK CANOE

Stan Benedict, 62 Henry St., Norwich, NY 13815, desires information on building such a craft.

BOBCAT CATBOAT

Ralph Ellis, Rt. 87, #384, Columbia, CT 06237, (203) 228-3178 eves.

Harold Downing, 2993 Montavesta Rd., Lexington, KY 40502.

BRICK • TEAL • GLOUCESTER GULL

Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

CAPE COD FROSTY • BOLGER NYMPH

Frank Kahr, 6 Karen Dr., Barrington, RI 02806, (401) 247-1806.

CAPE COD FROSTY • VITA DINGHY CLARK CRAFT PRAM

John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

COLD MOLD SHEATHING

Al Butler, 17 Cononchet Tr., E. Greenwich, RI 02818, is undertaking to sheath his 26' carvel schooner using 1/8" cedar and WEST System (tm) epoxy.

DIABLO

Carl Atwood, 1032 Pleasant St., Bridgewater, MA 02324.

DODGE 16' RUNABOUT, CHRIS CRAFT 19' RUNABOUT

Don Farnsworth, China, ME 04926-0013, (207) 968-2932.

GLEN L 15 SLOOP

David Wilde, Karmre-Choling, Barnet, VT 05821

GYPSY

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

NEWPORT 27 SLOOP

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

NUTSHELL PRAM

Ralph Kimball, 55 Maple St., Paxton, MA 01612.

Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, (401) 683-3291.

OARMASTERS IN AN OLDER SHELL

John Stratton, CROPC, 18 Riverside Ave., Old Saybrook, CT 06475.

OLD TOWN WHITE CAP SLOOP

Randy Morse, 389 Pako Ave., Keene, NH 03431.

OWENS 21' O/B CRUISER

Chuck Schmitt, 41 Highfield Rd., Glen Cove, NY 11542.

ROWING/SAILING 21' WEEKENDER

Richard Damon, 139C Escondido Village, Stanford, CA 94305.

SNOWSHOE CANOE

Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452, (603) 532-7635.

STRIPPER CANOE

Bob Humble, 50N Bergen Pl. 3B, Freeport, NY 11520.

TRAPEZE DINGHY

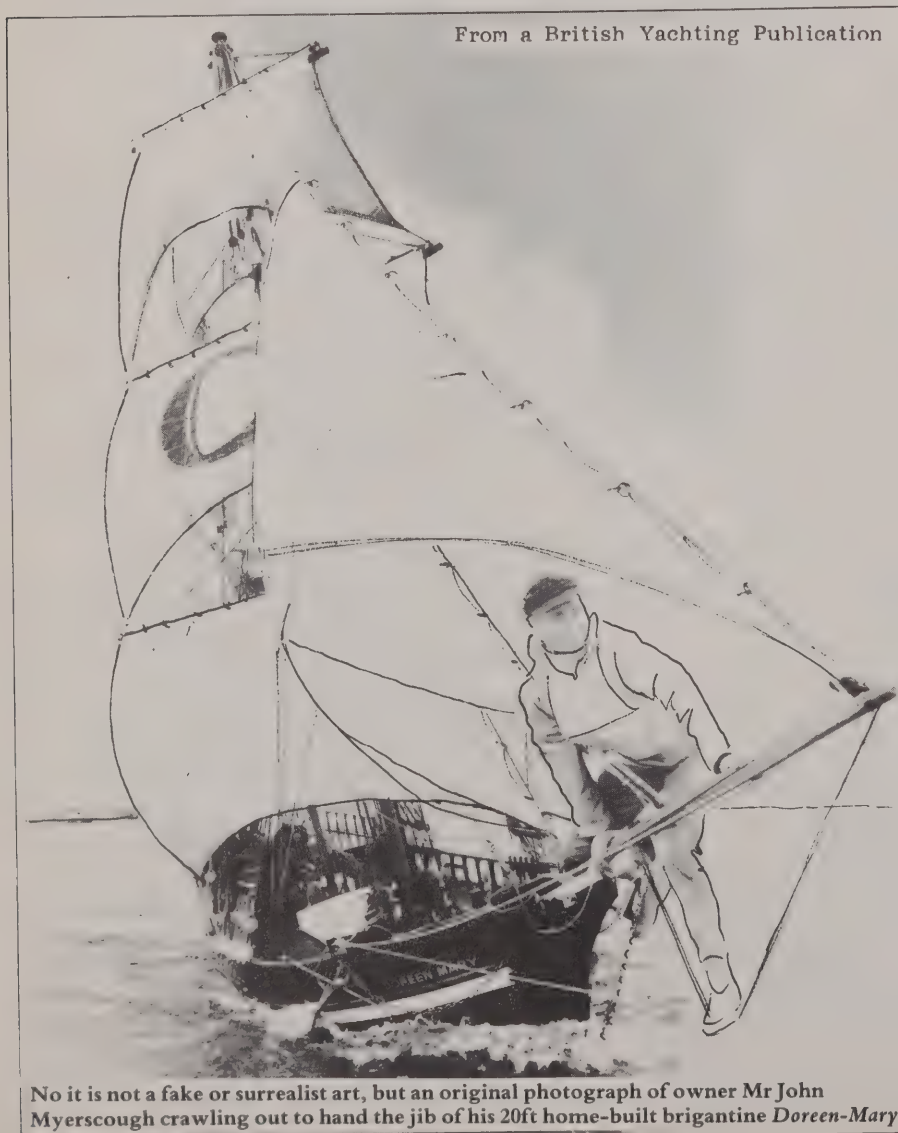
Jim Trick, Jim's Boat Shop, 310 Oak Terrace, Moberly, MO 65270, (816) 263-8344.

E.M. WHITE 15' RUNABOUT, THOMPSON 14' RUNABOUT, FLAT BOTTOM 11' SKIFF PLANS

Robert Wadon, 83 Oak St., Randolph, MA 02368.

WISCASSET DINGHY

Tom Doane & Mark Silverman, 9 Farley Ave., Ipswich, MA 01938.



From a British Yachting Publication

No it is not a fake or surrealist art, but an original photograph of owner Mr John Myerscough crawling out to hand the jib of his 20ft home-built brigantine *Doreen-Mary*



17' TUG PLANS

For steel or plywood construction. 6'4" headroom. Complete plans \$65. Study plan \$6.50. 21' version available soon.

Nathan Smith

Seaborn Rd Bainbridge Isl. WA 98110

MULTIHULL DESIGNS. 12 ft & up.
Flying Cat Fleet. Double Up.
Cruiser Cat. Fantom Fox. Custom.
Send \$2 for study package to
OCEANSPEACE, 19327 Northamp-
ton Dr., Saratoga, CA 95070. PH:
408-252-7445.

Old Shoe

(FOR COMFORTABLE!)



BOLGER'S unbelievable ballast keel
12' daysailer! Info on five boats, in-
cluding fabulous, popular mini-cruis-
er, MICRO. \$2.50

ELROW LA ROWE
185 AMARILLO ST.
PORT RICKEY, FL 33568

CANOE, KAYAK, HISTORIC
decked canoe plans. Sails & rig-
ging kits for your canoe. Please
send \$1 for information. **ISLAND**
CANOE COMPANY, 3556 W
Blakely Ave., NE, Bainbridge Is-
land, WA 98110.



FIRST FIND THE BOAT THAT'S JUST
RIGHT FOR YOU. Dinghies to Yachts - Plans
& kits, the **BOATBUILDER'S DIRECTORY**
shows you all the options you'll want to con-
sider. Also Materials, Hardware, Engines,
Tools, Books etc. Everything in 1 fascinating
reference! Only \$6.50 U.S. plus \$1.50 ship-
ping to: **BOATBUILDER**, 512 Viewmont, Be-
nicia, CA 94510.

Plans



NYMPH: 7'9" x 3'6" Tack & Tape "Witch" Craft

Just eight hours in your shop can flesh out this dynamically
rounded hull that Phil Bolger engineered into Nymph's five flat
plywood panels. Quick and responsive under sail or oars, easy to
cartop, and the most boat at the lowest investment of labor and
materials.

PLEASE SEND ME:

☐ Complete construction plans and instructions for \$20.00
☐ Study plan packet for Nymph and 19 other easy-to-build
Instant Boats for \$3.00

☐ BOOKS: *Instant Boats* \$15.00 & *Build The New Instant Boats*
\$19.95

Name _____

Street _____

City _____

State _____

Zip _____

Harold H. Payson & Co.

Dept. MA, Pleasant Beach Road • South Thomaston, Maine
04858 • 207-594-7587

Build JENNIFER JEAN or PROUD MARY

15' or 18' fabric covered touring kay-
aks. \$25 for each set of plans. Send
for FREE DETAILS.

Seth Persson

Boat Builders and Designers

18M Riverside Ave. Old Saybrook, CT 06475

GEODESIC
AEROLITE

SAILING

car-topper 9

Plans

\$28.45

Featherweight car-topper Boats
as seen in Mar. 86 PS. Send \$1 for design portfolio.

MONFORT ASSOCIATES

RFD 2 BOX 1490 MA WISCASSET ME 04578



ADIRONDACK BATEAUX, Ozark
johnboats, Echo Bay skiffs, and more.
Plans and completed boats. Catalog
\$1. Daniel Marcus, Echo Bay Boats,
P.O. Box 479, Noank, CT 06340.

Boat plans, publications, half-hull templates
available from the:

Maine Maritime Museum

Bath, ME 04530

Write for our free brochure.

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for
the amateur boatbuilder from 10' launch **IRREDUCIBLE** to famous 32'
blue-water ketch **TAHITIANA**. Send \$1 for catalog defining specs,
plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 ar-
ticle reprints on small boat designs written through the years by E.
Weston Farmer, N.A., considered by many to have been one of the out-
standing marine writers of all time. Delightful reading for only \$1 per
page. All articles include lines drawings, offsets, etc. that you can
use. Send \$1 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

BOOKS about BOATS

Out of Print & Used Nautical Books

Old Boating Magazines

Original Boat & Marine Literature

COLUMBIA TRADING CO

2 ROCKLYN DR., SUFFERN, NY 10901

You can make your own **ROPE**
FENDERS. Complete, illustrated
instructions. Send \$10 to **CHAR-**
MAR ENT, 6225 Kentucky Dr.
Central Point, OR 97502.

SHEW & BURNHAM
since 1964



50+

12' Whitehall Skiff

IN USE

SOUTH BRISTOL, ME. 04568
(207) 644-8120

Builders &

**NORTH RIVER
BOATWORKS**



CUSTOM BOATBUILDING
RESTORATION
MARS & SPARS

North River Skiff

For Information Send \$1.00 to:

NORTH RIVER BOATWORKS

6 ELM ST. ALBANY, NEW YORK 12202

518-434-4414

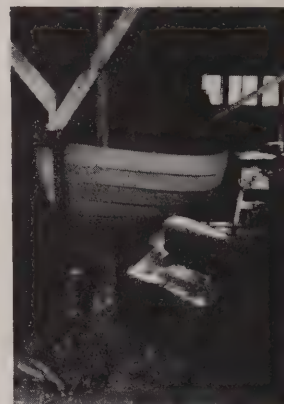
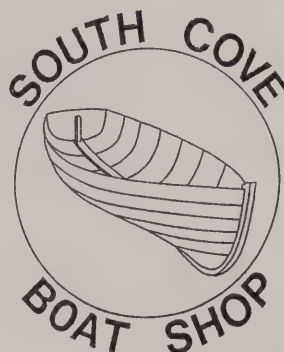
(207) 223-4188

HAMILTON CANOE

& BOAT SHOP

- * WOOD & CANVAS CANOE REPAIR & REBUILDING
- * GENERAL REPAIRS ON ALL WOODEN BOATS
- * RECONDITIONED WOODEN CANOES FOR SALE

BOX 1700, WINTERPORT, ME 04496

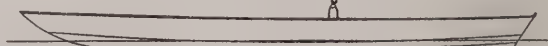


TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO: "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$25

NEW AND USED BOATS FOR SALE:

16' MAHAGONY STRIP PLANKED RUNABOUT \$4500

15' ATKIN SAILING SKIFF \$1800

10'6" LAPSTRAKE SAILING YACHT TENDER \$1600

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

(401) 683-1107



Sail and Power

- Repairs
- Rebuilds
- Restorations
- Modifications

Since 1975

RIVENDELL MARINE

125 Lagoon Rd. Bend Boat Basin
Portsmouth, RI 02871



**MICHAEL PORTER
BOATBUILDER**

CHEBEAGUE ISLAND, MAINE

TELEPHONE: (207) 846-3145

SWAMPSCOTT DORIES/ OTHER CUSTOM & STOCK BOATS/ROWING, SAIL & POWER.



Restorers

RESTORATION & REPAIR

If you want...

- the best for your wood sail, power or row boat
- one-to-one contact with the person performing repairs
- all aspects of maintenance, modification and restoration carried out with skill, integrity and T. L. C.

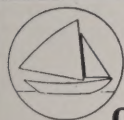
ALEXANDER McMULLIN

23 Harbor St., Manchester, Mass.
(617) 526-1082



ROWING SHELL REPAIR AND RESTORATION. Full service facility for racing and recreational boats, singles through eights, wood or fiberglass. Estimates on request, pick up and delivery. HUNT DOWSE, Old Antrim Rd, Hancock, NH 03449, PH: 603-525-4069.

WILL BUILD ON COMMISSION: Sailing dories, daysailers or cruising boats to 30' LOA, built to your requirements. All of superior construction in wood at reasonable price. THE LANDING BOATSHOP, PO Box 1490, Kennebunkport, ME 04046. 207-985-7976.



Shop located on
Old Chequessett Neck Road
Wellfleet, MA

Old Wharf Dory Co.

Beach Boats and Shallow Draft Cruisers

Box W Walter Baron
Wellfleet, MA 02667 (617) 349-2383

CLEAR NORTHERN WHITE CEDAR

4/4 air dried, rough sawn. Mostly square edged, some live edged. Widths 3"-10". Lengths 4'-10'. This is ideal canoe stock. \$2.50 per bd/ft, R/W, R/L.

William Clements
Boat Builder



18 Mt. Pleasant Street
No. Billerica, MA 01862
Telephone (617) 663-3103

MILE CREEK BOAT SHOP

RFD BOX 257,

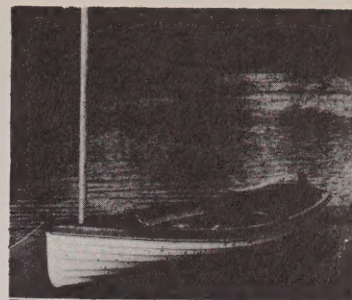
WASHINGTON, ME 04574

207-845-2708

Since 1962 the Mile Creek Boat Shop, operated by Master Builder John D. Little, has been building high-quality craft of traditional construction, such as the Blackhall River Skiff pictured. Or inquire about our 16' x 7'3" lapstrake catboat with cuddy cabin and large cockpit. Both built with love and care to handle the ways of the water.

Also, custom building to 45' pleasure or commercial vessels.

John D. Little



ISLAND WOODWORKING

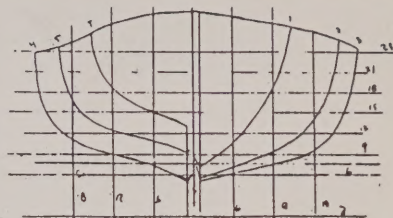
Cranberry Isles, Maine

(207)244-7225

Boatbuilding, Storage, & Repair to 50'

Builder of Cranberry Island Skiff

Capt. Chuck Liebow Home: (207)244-5882



Kits

Granta SEA KAYAKS

Now is the time to get a GRANTA kit and retreat to your basement. You can dream about Spring while you are putting together the precision routed panels that magically form themselves into a boat without the help of strong-back, ribs or stations. Everything needed to assemble a strong and very elegant kayak is included in the kit.

KITS:

ANGMAGSSALIK (190 lbs. Max.) 18'8" \$320
SEA ROVER 17 (33" Cockpit) 17'2" \$360
SCANDIAN DOUBLE (Two 33" Cockpits) 17'6" \$415

SPECIAL ON FULLY EQUIPPED FIBER-GLASS KAYAKS:

(Backrest, Seat, Spray Cover & Foot Operated Flip-up Rudder Included)
TOURING SINGLE 14'6" \$690
SEA KAYAK 16'5" \$750
DUAL COCKPIT DOUBLE 17'1" \$940
LONG COCKPIT DOUBLE 17'1" \$940

HUDSON CANOE

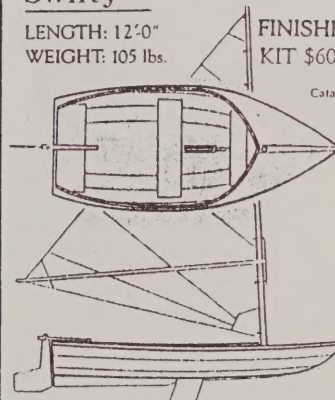
14 HILLSIDE AVE. CROTON, NY 10520
(914) 271-5387

Swiftly

LENGTH: 12'0"
WEIGHT: 105 lbs.

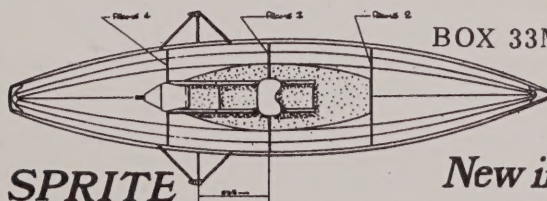
FINISHED \$1250
KIT \$600

Catalog \$2.



Modern wooden
boats for rowing
and sailing

RD. 3 Box 255A St. Albans, VT 05478
(802) 524-9645



SPRITE

WAYLAND MARINE
BOX 33M, COBBLE HILL, B.C.

CANADA V0R 1L0

(604) 743-4741

New in North America

Recreational Rowing Skiff Kit. Includes pre-cut Bruynzeel (tm) plywood, jig, epoxy, sliding seat, outriggers. Crate used as building base and cradle. Stitch and tape within a month. British designed to be safe for beginners, rowing clubs, and for troubled waters. 55 pounds, 15'3" x 3'. Complete kit \$695 U.S. NO PLANS! Information \$3.00.

Classified Marketplace

PARTNERSHIP INTEREST in SEA ROBIN, 1/3rd (or possibly greater), a Herreshoff Fish Class sloop. Built 1919, completely rebuilt 1983-85 by Ben Philbrick and Ed McClave. 20'10", sleeps two, day-sails 6 easily (eight will fit). Dry, smooth sailing, very seaworthy. Located Little Compton, RI. \$7,000.

NICK LONG, 92 E. Main Rd., Little Compton, RI 02837, (401) 635-2928 early a.m. or eves., (401) 274-4400 days. (21)

1925 VINTAGE ELTO outboard, complete, in running condition. Unique early day Ole Evinrude product. \$250.

BOB HICKS, Wenham, MA, (617) 774-0906. (20)

KAYAK CLEARANCE SALE. Demos, new and used: 1 - 20' Sisiutle double \$950; 2 - 16' Aquaterra Chinooks \$500 & \$550; 2 - 16' Avoncraft doubles, \$400 & \$550; 1 - 13' Aquaterra Blazer (WW), \$425; 1 - 13' Avoncraft Slalom (FG), \$400; 1 - 17' Olympic Sprint Trainer (w/rudder), \$475; 1 - 13' All Purpose (fg), \$250. Also new and demo equipment cheap: Lendal, Bodyglove, Mitchell, Delta, Harmony. BRENDA BUDA, Kingston, NH, (603) 642-8064. (19)



ADIRONDACK BATEAU pulling boat, 16' of beautiful varnished cedar over oak, nice shape, very fast. \$600 or b.o. Also 14' CHESTNUT solo canoe, needs canvas and some work. \$150.

DAN MARCUS, Noank, CT, (203) 536-7398. (21)

TWO 18HP OMC's for parts only. Any reasonable offer.

ROLF PRIVRAT, Bronx, NY, (212) 931-9658. (21)

21' SHIVERICK MOTOR LAUNCH, 1923, newly restored. Sturdy and extremely able. Cedar on white oak, bright mahogany sheer, canvassed deck, new 51hp Perkins diesel. Surveyed 1986. \$15,000.

THE LANDING SCHOOL, P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976. (21)

SAN FRANCISCO GREAT PELICAN, custom construction, main and jib. \$3,500.

STANLEY DZIEJMA, So. Walpole, MA, (617) 668-3879. (21)

RITCHIE HELMSMAN COMPASS, bracket mounted, virtually unused. \$50 firm.

DAVID SINGER, Bellingham, MA, (617) 966-2569. (21)

TIRED OF SAILING SLOW? A STILL-LETTO 27 catamaran has been clocked at 32 mph. My Special Edition includes the following new gear: Electric start 10hp Merc, depth sounder, knotmeter, spinnaker chutescoop, compass, trailer tires, battery. Also included are: Bridgedeck tent, 6 sails, VHF, trailer, galley, head, roller furling gear, boarding ladder, and more. \$18,000.

J. DENBY, Amesbury, MA, (617) 388-3891 anytime. (19)

16' HERRESHOFF DOUBLE PADDLE CANOE. Built 1980 by Walt Simmons. Good condition, \$500. Might consider trade on FG pulling/rowing boat.

GENE GIFFORDS, E. Islip, NY, (516) 277-1643 eves. (21)

15' REAL KING ISLAND ESKIMO KAYAK. Circa 1880 - Sea skin cover - \$1500.00.

17'4" SEAFARER SPRINT, hatches - bulkheads - rudder. Fiberglass demo. \$900.00

UNNACK ICE FLOWS (2) - Both with hatches, bulkheads and pumps. Fiberglass. \$575.00 and \$400.00. Phone calls only.

DOUGLAS BUSHNELL (716) 434-5755 anytime. (21)

OUTBOARD MOTOR NEEDED. A 7-10 hp outboard is needed by the Sea Cliff Sailing Club of Sea Cliff, NY, a \$3 membership, volunteer run, sailing class for local youngsters (11-16 years). We can raise some money for it but would appreciate the contribution of one.

WARD BELL, Sea Cliff, NY, (516) 671-2634. (19)

CANOE CLEARANCE SALE. 1 - 16' Great Canadian, all wood ribs, \$350; 1 - 17' Wenonah ABS, \$600; 1 - 16' Wenonah Solo Racing (Kevlar), \$700; 6 - 16' Allagash Guides w/keels, \$495 ea.; 2 - 17' Allagash V-Bottoms w/ash, \$595 ea.; 2 - 15' Allagash V-Bottom solos, \$450 ea.; 1 - 16' 1940's Old Town wood/canvas, \$300. Also accessories, new & used, cheap. Racks, paddles, life jackets, etc.

BRENDA BUDA, Kingston, NH, (603) 642-8064. (19)

ATTENTION YARD OWNERS, BOAT CLUBS: Winch with reduction gear and AC motor previously used on 50 ton railway, good working order. Best offer.

GLOUCESTER YANKEE MARINE SERVICE, Gloucester, MA, (617) 283-0079. (21)



19' LIGHTNING sailboat, completely restored. Two sets of sails, spinnaker, anchor and line, new hardware, life jackets, 1986 Tohatsu 3.5hp O/B. \$2,000 or best offer.

DAVE LA CHAPPELLE, Salem, MA, (617) 745-8573 eves., (617) 741-0200, ext. 379 days. (21)

NIMBUS SEAFARER kevlar sea kayak, never been in the water, stern hatch and bulkhead, rudder, paddle, spray skirt, bow flotation, adjustable backrest. This is one beautiful boat, over \$1,400 invested, sell for \$900.

ROD DANNER, Wellfleet, MA, (617) 349-2578. (20)

15' OLD TOWN TRAPPER CANOE. Cedar planking, clear fiberglass coat. Virtually unused. Bargain at \$1,000.

APPLETON MASON, 26 Landfall, Falmouth, MA 02540. (20)

DOVEKIE. Trailerable shoal draft sailing cruiser by Edey & Duff, 1984. Exceptional condition and equipment.

PETER WATTERS, 55 Magazine St.#52, Cambridge, MA 02139, (617) 492-6467. (20)

LIGHTNING MAINSAIL & 2 JIBS in excellent condition. Best offer.

GLOUCESTER YANKEE MARINE SERVICE, Gloucester, MA, (6217) 283-0079. (21)

16' BANKS DORY, Novi built, sawn frames, hard pine planking, motor well, sprit rig with new sail. Must sell. \$950.

JAMES FONK III, Mystic, CT, (203) 536-9837 aft. 5 p.m. (21)

Looking for a Boat or Gear?

15' CLASSIC WOODEN WHITEHALL. Built in '81 by David Montgomery. Well maintained, carvel construction. Sprit sail and rigging, oars. Winter storage included. \$1,800 or b.r.o.
DOUGLAS CARRIER, Amesbury, MA, (617) 388-9911 aft. 7:30 p.m. (22C)

CAPE COD FROSTY, brand new, will sell at discount or trade on a Snark, an inflatable, outboard motor, or what have you? Will deliver for the right deal.
MARTIN GARREN, JR., 34 Richmond Hill, Irvington, NY 10533, (914) 591-5189. (21)

TWIN KAYAKS, 17' fiberglass touring boats with sealed bulkheads fore and aft. Self recoverable; can make wet entry/exit without rolling. Considerable design history. Roving in hulls. Stable and fast. \$950 for pair.
JOE NAUDZUNAS, S. Orleans, MA, (617) 255-8554. (20)

TWIN KAYAKS, 14'6" wood frame epoxied canvas touring boats. Handmade, with spray covers, pads, paddles, storage racks and L.L. Bean oak roof racks. Lots of soul. \$600 includes all.
JOE NAUDZUNAS, S. Orleans, MA, (617) 255-8554. (20)

15' DAYSAILER HULL, in fair shape. Porpoise Industries. \$50 or best offer.
JOE NAUDZUNAS, S. Orleans, MA, (617) 255-8554. (20)



24' SKIPJACK, 1983. LOA 31', beam 8', draft 2', displacement 5,000 lbs. Custom designed and built for present owner. Cedar on oak. A classic example of the elegant simplicity of this traditional type. \$15,000.
LARRY, Gloucester, MA, (617) 281-5101. (21C)

SEA KAYAK FLORIDA KEYS

*"The perfect cure for
the common cold"*
7 DAY GUIDED TOURS
February-March '87

North Atlantic

Sea Kayak Center, Inc.
Newburyport, MA
(617) 465-6989

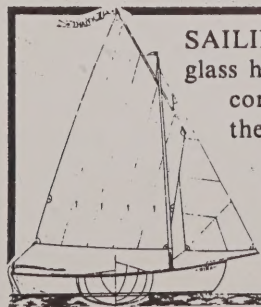
BLACK DIAMOND



THE ORIGINAL SOU'WESTER
Black or Yellow
\$25 includes postage.
ROB DWELLEY
Bent Oak Run, Westport, MA 02790

Flying Colors Ltd.

468 THAMES ST. NEWPORT, RI 02840
FLAGS • BANNERS • WINDSOCKS
FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 9-5 (401) 846-0418



SAILING and PULLING boats of traditional type, with fiberglass hulls and elegant mahogany trim. Available yacht finish complete, kit, or bare hull. Kits are very complete and allow the amateur to complete a boat without compromise of finish or strength. We deliver nationwide. Kindly send \$3 for information and subscription to the fabulous THOLEPIN.

THAYER & COMPANY
2106 Atlee Rd, Mechanicsville, VA 23111



PISCATAQUA SAILING WHERRY

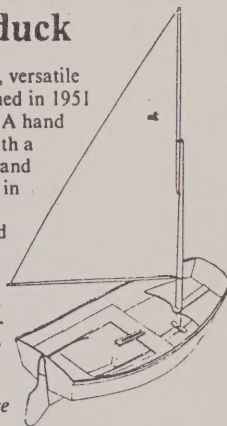
14'x47" Hand Laid Fiberglass Hull
With Solid Mahogany Gunwales and Seats .
Includes 65 sq ft Sprit Sail Rig • 2 Foot Draft
Dagger Board • One Pair 7' Oars • 2 Rowing
Stations.

BAY of MAINE BOATS

Box 631, Kennebunkport, Maine 04046
207/967-4282

Puddleduck

A delightfully simple, versatile sailing dinghy, designed in 1951 by Robert H. Baker. A hand laid fiberglass hull with a beautifully full sheer and traditionally finished in oak, mahogany and bronze. Gunter rigged with sitka spars and 3.9 oz. dacron sails.
LOA, 7'10"; Hull wt. 65#; Beam, 4'0"; Riggd wt. 85#; S.A., 36 ft.



Send \$2 for brochure

For more information, write or call:

NEW ENGLAND SKIFF BUILDERS

PO Box 267, Wakefield, RI 02880
(401) 789-4609



messing
about in

BOATS

29 BURLEY ST., WENHAM, MA 01984

(617) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53



**SUBSCRIBE
NOW!**

**Only \$15
will bring you
24 issues!**

SUBSCRIPTION ORDER FORM:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

INCLUDE CHECK FOR \$15
PAYABLE TO "BOATS".

MAIL TO:
BOATS
29 BURLEY ST.
WENHAM, MA 01984